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BALTIMORE, AUGUST 13, 1908.

HOW TO PREVENT A COUNTRY'S FULL DEVELOPMENT.

The *Daily World* of Tulsa, Okla., which ought to be fully informed as to the business conditions in that section, in its issue of August 5 says:

A railroad was projected through a portion of the State of Oklahoma prior to statehood. The survey, engineer's report, terminal facilities and right of way had all been secured and put in proper form, as had also the bonuses of different communities along the proposed route. The promoters of the line had been assured by Paris bankers that funds would be forthcoming to construct the line as soon as these formalities had been complied with.

The other day the agent of the promoters had an interview with the Paris bankers. All of the papers and exhibits were spread on the table, and the bankers went through them all seeking a flaw. Everything was in perfect shape, and at last the bankers admitted that the project was a splendid one and that they would have been delighted to take the first mortgage bonds and furnish the funds as they had formerly promised, but that owing to the State administration of the State of Oklahoma and the hostility of sentiment in the State for corporate investments they would be compelled to refuse any and all Oklahoma securities. "And," added the agent in his report, "New York will not even give us a hearing on any Oklahoma investment."

There you are. He who runs may read. The machine declares the press has brought Oklahoma into disrepute in the money markets of the world. The capitalists and bankers of the money markets say that the State machine has brought the State into disrepute. And you should not for a moment fall into the error of believing that the Paris or London bankers were guided in their decision by press reports. Not a bit of it. They had the session laws of the last Legislature, together with the orders of the Corporation Commission, and the executive orders of the State's chameleon Governor. Those things travel far and wide and speedily. * * *

And that is the reason that Oklahoma securities go begging, even though representing investment possibilities unsurpassed. Nature has done its part with a lavish hand.

After awhile the South will learn, through experience which will cost it many billions of dollars that might before this have been added to its wealth, the fact that capital has a right to seek investment wheresoever it pleases, and that it will not go to communities in which it is not made welcome and given the amplest protection. The individual or the community desiring the benefit of capital may rant and rail against this until doomsday, but the very people who do so would, if they had the capital, demand the right to invest it wheresoever they pleased. They would do exactly what other money owners do. Any section desiring to remain in poverty, desiring that its natural resources shall not be developed, but that they shall remain like the buried talent, without value, may easily continue in this condition by legislation and agitation which makes the investor, whether he be a local man with money or an outsider, feel unsafe in making investments. Presuming that the statements of the *Daily World* of Tulsa are correct, this furnishes only another illustration of how, by keeping capital away, railroads and other enterprises essential to the best development of a community are made impossible.

PATERNALISM.

The city fathers of Hudson, N. J., being of the opinion that baby carriages without rubber tires and feather springs are injurious to infant health, have issued a solemn decree forever banishing such vehicles from the streets of the town. The surprise is, that paternalism so rank didn't go the whole length and furnish all the babies rubber tires and feather springs at the public expense.—*Norfolk Virginian-Pilot*.

Better still, why not furnish the babies, too? That is the proper thing for paternalism, and this country is traveling at lightning speed to the fullest paternalism which the mind of man can devise.

One thing that makes farm life charming is that there is no hard feeling on account of competition. Two farmers can pull up their teams at the line fence and chat and chat and even give each other pointers about farming, while two firms engaged in the same line of business in a city are generally at swords' points.—*Griffin (Ga.) News*.

The *News* hasn't kept up with the procession. The great industrial concerns of the country, rivals though they be, are on just as intimate terms of friendly feeling as are neighboring farmers. There is vigorous competition for business, but the spirit of co-operation and friendship is abroad. The cotton manufacturers, the iron and steel people, the lumber men, all have their organizations, where genuine hospitality and friendship rule. Through these organizations men are working for the betterment of whole industries to the benefit of all. The day has passed when "the devil take the hindmost" was the rule.

America's Amazing Agricultural Advance.

The increase in the value of farm property of \$8,000,000,000 between 1900 and 1907 is nearly nine times as great as the aggregate national-banking capital of the United States. It is more than one-half as large as the total capitalization, bonds and stocks included, of all the railroads in the United States. It is nearly three times as large as the aggregate savings-bank deposits of the whole country. Think for a moment of the increase, simply seven years' increment, in the value of farm property being nine times as great as the total national-banking capital of the United States, three times as great as all the savings-bank deposits accumulated during all the past and half as large as the entire capitalization of all the railroads in the United States, into which the surplus money of the land has been pouring for over three-quarters of a century.

In all the records of American development nothing is more remarkable than the advance made during the last few years by the agricultural interests of this country. The story of what the farmers are doing and of what they have accomplished within the last few years is unmatched even by the marvelous growth in manufacturing. In 1890 the 8,565,000 people engaged in agriculture in this country produced a total of \$2,466,000,000, or an average of \$287 per capita. In 1907 the 11,991,000 engaged in agriculture produced a total of \$7,412,000,000, or an average of \$618 per capita. During that period the number of people engaged in agriculture increased by 40 per cent., while the value of farm products increased by 200 per cent. and the value of all farm property increased by 80 per cent.

In the brief period between 1900 and 1907 the value of farm property advanced in value from \$20,439,000,000 to \$28,077,000,000, a gain of nearly \$8,000,000,000, or 37 per cent., though the number of people engaged in agricultural pursuits increased only 15 per cent.

A study of facts bearing upon agricultural conditions since 1870 shows that in that year the value of all agricultural products per capita to those engaged in farm pursuits was \$326, while from that figure there was a rapid decline to \$286 in 1880, and during the next 10 years the per capita was practically stationary, as the average in 1890 was only \$287. If reliable figures were available, they would show a marked decline between 1890 and 1896, because it was during that period that the agricultural interests reached their most acute stage of poverty. In those years farm products, not only in the South, but throughout the country, were greatly depressed, selling in many cases below the cost of raising. Farm lands likewise steadily depreciated in value. By 1900, however, there had come a great change, due to the advance between 1897 and 1900, and in the latter year the value of farm products per capita was \$451, a gain of \$164 per capita, or about 57 per cent., compared with 1890. Since 1900 this gain has continued uninterruptedly, rising in 1905 to \$558 per capita, in 1906 to \$579 and in 1907 to \$618. Secretary of Agriculture Wilson estimates the total value of this year's farm products at \$8,000,000,000, or a gain of about \$600,000,000 over 1907. Accepting Mr. Wilson's figures as correct, though we believe that they will prove to be too small, the per capita production will show another rapid advance this year.

The effect of this really amazing change in agricultural conditions finds an illustration in the advance in the average value of farm property to the number of people engaged in agriculture. In 1880 the average per capita was \$1579. By 1900 this had increased to \$1958, or in 20 years an advance of \$379 per capita to those engaged in agricultural pursuits. Between 1900 and 1907 this increase continued at such a rapid rate as to bring the average up to \$2341 in 1907, or a gain in seven years of \$383 per capita, which was a larger increase for that period than the gain in the 20 years from 1880 to 1900. The actual gain in the value of farm property since 1880 has been equal to an average of \$762 for every man, woman and child engaged in agricultural pursuits.

These figures is a gain, an increment added to the wealth of our farmers, so amazing in its magnitude as to be difficult of comprehension. No wonder the mass of farmers South and West are largely out of debt; no wonder much of the idle capital in the country banks of all sections is the surplus money of farmers. This remarkable advance in the average value of production per capita and the increase in farm values has a number of reasons for its existence.

In 1890 to 1906 the increasing poverty of the farmers of all sections, due to low prices, was the subject of almost universal discussion. Consumers of farm

products were then buying at a lower cost than they had ever known before. But the producers, the farmers of the land, were in dire poverty. With the increase in manufacturing during the last 10 years, and with the development of railroads and the large increase in the number of their employees, making a great gain in the number of consumers of farm products, and the gradual elimination of the cheap lands of the West by settlement, and the flood of gold pouring into the world's channels of trade, we have had a combination of circumstances which have united to bring about a much higher range of values. The consumer of farm products is no longer rejoicing in the low prices which prevailed 12 or 15 years ago. The farmer is now having his linings, and though this condition works a hardship upon many consumers, it is a great blessing to the country at large. It should be a matter of general rejoicing that the farmers are on rising ground financially.

Economic conditions practically assure a continuation of increasing values of farm lands, of an increasing demand for farm products, growing more rapidly than the production is likely to grow, and thus a continued high range of prices for practically all the products of American farms. The consumer can no longer hope to get his cotton goods, his bread and his meat at the low price of 1896. We have been passing through an economic revolution, or evolution, to a higher range of living. This necessarily means a higher range of prices for farm products and a higher range of wages for mechanics.

With the agricultural conditions of the country in such a fundamentally sound position as indicated by the figures which we have given there cannot be any such long period of industrial depression as we had in former years when the farmers were the poorest people in the land. With the certainty of crop yields, which in the aggregate will give us the greatest amount of railroad tonnage and the greatest value to farm products which we have ever had, nature has laid the foundation for a great expansion of industry.

Taking the value of farm products as shown by the following figures, we have a striking illustration of the wonderful growth now under way:

Years.	Value of Farm Products.
1870.....	\$1,958,000,000
1880.....	2,212,000,000
1890.....	2,466,000,000
1900.....	4,717,000,000
1905.....	6,415,000,000
1906.....	6,794,000,000
1907.....	7,412,000,000
1908.....	8,000,000,000

In the 20-year period between 1870 and 1890 the gain was only \$500,000,000; in the 30-year period between 1870 and 1900 the gain was only \$2,800,000,000, whereas in the eight-year period from 1900 to 1908 the gain was \$3,300,000,000, or \$500,000,000 more than for the 30 years from 1870 to 1900. Beginning with 1900 every year has shown a steady and rapid increase. And in nearly every year the gain over the preceding year exceeded the total gain of 20 years between 1870 and 1890.

Probably nothing more forcibly illustrates this marvelous change than the fact that the value of the agricultural products of the South alone, which will this year be between \$2,250,000,000 and \$2,500,000,000, will be more than the total for the United States in 1880 and about the same as for the entire country as late as 1890. In 1890 who could have dared to predict that the value of the South's farm products of 1908 would equal the total for the United States in 1890? That the South, with 26,000,000 population, is producing as much value in agricultural outturn as the United States with 62,000,000 people did in 1890 is one of the amazing facts of our history. In 1890 the value of all agricultural products outside of the South was \$1,696,000,000, or at least \$600,000,000 less than what the South alone will this year produce.

Turning to the figures which tell the value of farm property in the United States we have the following:

Value of All Farm Property in the United States.		
Years.	Value.	Number of people engaged in agriculture.
1870.....	\$8,900,000,000	5,992,000
1880.....	12,180,000,000	7,713,000
1890.....	16,082,000,000	8,565,000
1900.....	20,439,000,000	10,438,000
1905.....	26,570,000,000	11,500,000
1906.....	27,313,000,000	11,733,000
1907.....	28,077,000,000	11,991,000

And in this connection the statistics, which show the value of agricultural products per capita of the entire population, and the per capita of all engaged in agriculture and the value of farm property to the number of people engaged in agriculture, will be of interest:

Value of Agricultural Products.		
Years.	Per capita of entire population.	Per capita of all engaged in agriculture.
1870.....	\$50	\$326
1880.....	44	286
1890.....	39	287
1900.....	61	451
1905.....	77	558
1906.....	80	579
1907.....	86	618

Years.	Value of Farm Property to Number of People Engaged in Agriculture.
1870.....	\$1485
1880.....	1579
1890.....	1878
1900.....	1968
1905.....	2310
1906.....	2315
1907.....	2341

Much, however, as the farmers of this country have accomplished in the marvelous advance shown by these figures they are only at the beginning of their progress. Within the last five or ten years there has been a rapid growth in scientific farming. Under these conditions there is an increasing average yield per acre. We are preparing for an increased yield much greater than the increase in acreage. At the same time millions of acres of hitherto waste lands are being made available for the most profitable of agricultural pursuits. Irrigation in the semi-arid regions of the West is turning a desert into fruitful orchards and vineyards yielding immensely profitable crops. What irrigation is doing for dry land reclamation is beginning to do on a still more profitable scale for wet land. The country has learned that it is a simpler proposition to take the surplus water off of overflowed lands than it is to bring a supply of water to the dry land of the West. Thousands of acres reclaimed within the last few years, yielding today great profits where nothing was produced a few years ago, have shown the almost illimitable possibilities in saving to man's uses the millions of acres of reclaimable wet lands which have heretofore been without value. It is estimated that the aggregate wet or overflowed lands which can be reclaimed and the dry land which can be irrigated is greater in extent and will be greater in value per acre when reclaimed than the acreage now devoted to wheat and cotton. This is, indeed, a veritable empire of boundless potentialities which will add immeasurably to the wealth of the South, where great reclamation progress is already under way. Considering the progress in scientific agriculture, the steady increase in the yield per acre now going on, the vast expansion in trucking and fruit-growing for the needs of an ever-expanding population, the great possibilities in irrigation and reclamation work, we can readily see that the agricultural interests of the country are only at the beginning of their real broad development, and that the future holds in store a prosperity much greater even than the magnificent advance since 1900 has brought them. These facts furnish a foundation for unbounded optimism as to the magnitude of our material progress in the future.

HOUSTON AND DEEP WATER.

Congratulating Houston that the ship channel, with an average depth of 18½ feet, has been practically completed, the *Houston Post* calls attention to the fact that this great improvement will not be utilized to the benefit of Houston without proper effort on the part of the business people of that city, and, in closing, says:

The ship channel opens the door to large opportunities for Houston, but from the small efforts thus far put forth to encourage the operation of a regular line of boats seeking inland as well as foreign commerce, we fear she may throw away most of these opportunities to rival ports.

In the development of Texas and what may be called the back country of the Southwest, which must look to Texas ports for an outlet, there is room enough for all the seaports that Texas can provide. Houston is to be congratulated upon its ship channel, but it will deserve still greater congratulation when it fully utilizes its magnificent opportunity and develops to the utmost the great strategic position which it holds for trade and commerce.

LET ALABAMA HANDLE ITS OWN STRIKE.

It is stated that petitions are being circulated in Birmingham calling upon the coal operators and the coal miners to submit their differences to arbitration, and, failing in this, the petition says:

We further request, in the event that the operators or miners will not agree to a settlement as per the above, that Theodore Roosevelt, President of the United States, intervene in the same manner that he intervened in the anthracite strike in 1904.

The country is suffering today from the blunder made in 1904, and it is to be hoped that the people of Alabama will not help to bring about another

similar mistake. With a purely local condition and grievance which should be settled at home, it is absurd to call upon the President of the United States, who has no constitutional right to interfere. If the Governor of Alabama has the backbone to enforce law and order, to punish murderers and to protect human life when men seek the right to labor regardless of whether they are union or non-union men, there will be no need to appeal to outside aid. Pennsylvania committed the blunder of letting murder run riot instead of suppressing lawlessness at any cost. Had it not done so we would have been saved much of the disregard of law in high and low places since that time. When the Anthracite Commission was appointed in 1904 the *MANUFACTURERS' RECORD* pointed out that it was without constitutional right and that it would be followed by a disregard of constitutional provisions which would ultimately prove disastrous to the country. Every year since then has proven the correctness of that position.

"SAVING THE WASTE."

The people of Texas are being urged, because of an abundance of fruit greater than the market will readily take, to establish canneries in order "to save the waste." The South loses through not saving the waste many millions of dollars annually. It leaves vast quantities of fruit to rot on the ground and then in the winter buys canned goods from other sections. When the whole South will learn to do its utmost in raising fruits and its utmost in canning and drying fruits, not only for its own consumption, but for shipment to other less-favored regions, it will have added to the prosperity of its farmers and the prosperity of all others.

AN IMPORTANT ALABAMA ORE REGION.

Dr. Edwin C. Eckel of Washington, one of the most distinguished geologists of the country, and until recently for many years the chief of the iron-ore division of the United States Geological Survey, has in the *Iron Trade Review* of last week an interesting article on the "Gray Hematites of Eastern Alabama." The first report on these iron ores was published in the *MANUFACTURERS' RECORD* several years ago, and an elaboration on the same subject later appeared in our columns by Dr. John Marshall Grasty. It is a matter of interest to the iron trade of the whole country that Dr. Eckel fully confirms the report of Dr. Grasty as to the quality and quantity of these ores. Both of these well-known authorities emphasize the high grade of these ores and the fact that they are admirably suited to take the place of brown ores as a mixture with the calcareous red ores of Alabama. These ores can be used by themselves in iron-making as are the Oriskany ores of Virginia, but in view of the increasing scarcity of the brown ores of that State it is a matter of very general interest to the iron trade, not only of Alabama, but of the whole country, that the gray ores of Talladega county are proven in quantity and quality to be ample to meet the future needs of the State as a mixture, taking the place of brown ores. Mr. Charles Catlett of Staunton, of whom the Carnegie Steel Co. once wrote us, "We have been willing to stand on his report of mineral properties, either to purchase or not, as he would indicate," made an investigation of a part of that district two years ago, and it was on his advice that the property reported on was purchased for investment. In discussing these ores Dr. Eckel says:

It will be seen that in composition the gray ores resemble more closely the brown hematites than the red or Clinton ores. So far as iron and silica percentages are concerned, the Alabama gray ores are far superior to the Oriskany hematites which have been so long used in Virginia at Longdale, Lowmoor, Goshen, Glen Wilton, Iron Gate and Covington furnaces. There would seem to be no reason, therefore, why the Alabama gray hematites should not find place in the trade, either for use in a mixture with the limey red ores or for smelting alone. When operations are conducted on a reasonably large scale the gray ore can be mined and cleaned for \$1.10 to \$1.25 per ton, equivalent to two or three cents per unit of contained iron.

Referring to the quantity of ores practically demonstrated to exist in the territory covered by his investigations, Dr. Eckel says:

Taking only the better known portion of the range, it is probable that in this 10-mile section there are somewhat over 50,000,000 tons of ore at easily workable depths, i. e., above the 1500-foot level. About half of this total tonnage will grade above 45 per cent. metallic iron, the remainder ranging from 45 down to 35 per cent. A fair proportion of the total, say 5,000,000 tons, can probably be mined so as to grade 50 to 53 per cent. iron.

The *MANUFACTURERS' RECORD* understands that if the depth of the veins should be counted, as in the Birmingham district, to 3000 feet or more, in calculating tonnage, and that Dr. Eckel is entirely satisfied that the ores do continue to an even greater depth, this district might figure up a total of 100,000,000 or more tons.

The *MANUFACTURERS' RECORD* takes pleasure in republishing Dr. Eckel's article in the *Iron Trade Review* as a confirmation of what it published two years ago, with the added information of many details gathered by Dr. Eckel in his recent investigation of these properties.

AGGRAVATIONS IN RAILROAD TRAVEL.

Mistakes of railroad management and inefficiency of railroad employees have been so pronounced that it is scarcely surprising to see the general spirit of hostility to railroads even by people who ought to have the best feeling for railroads. It is amazing that railroad people have not done more to overcome these mistakes. If the railroads of the South, for instance, had wanted to create a spirit of dissatisfaction, really a spirit of hostility among their best friends, they could hardly have been more successful than in the system recently adopted regarding mileage books. Under the present system a traveler using mileage must secure a ticket at the starting point and the agent takes out the amount of mileage, instead of the conductor, as formerly. This ticket is not good to stop over, and the traveler must check his baggage from point to point without regard to the inconvenience, or to the increase of labor on his own part and on the part of the railroad agents. The railroad people claim that certain advantages in the auditing of railroad accounts are secured in this way, but however poor a railroad may be, or however inconvenient the former system may have been in its accounting department, the present system will make more than enough enemies to counteract all the possible benefit to the railroad from it.

It is difficult to conceive of a system better calculated to put upon the traveler unnecessary inconveniences and burdens which ought to be borne by the railroad, and not by the traveling public.

It is possibly easier for the railroads to handle their passenger traffic under the present mileage system than it was under the old, although we do not believe it is possible. But the effect is to lay upon the passenger unnecessary burdens and create great friction where friendship ought to exist. The sooner the railroads abolish such a system the better it will be for them.

This only illustrates many other shortsighted policies adopted by railroads without appreciating the effect upon the public mind. A few days ago the writer heard a prominent business man in Norfolk say that his firm never shipped a pound of freight over one of the leading railroads of that city if it was possible to send it by any other line, simply because of the spirit of insolence to the public which existed in every department of the road, from the leading freight officials down to the clerks and office boys. No man who has had occasion to deal with the average railroad clerk can keep his temper for any great length of time. Any ordinary business house that had as many inefficient clerks and employees in proportion to the total number employed as the average railroad would be bankrupt in a short time. These conditions ought to be overcome. They are at the foundation of much of the hostility to railroads. Men naturally resent these methods, and strike out blindly to seek to injure or cripple the roads in retaliation. And yet the prosperity of the railroads and the expansion of railroad facilities are absolutely essential to the progress and prosperity of the people.

The *MANUFACTURERS' RECORD* fully recognizes the general growing inefficiency of clerical help. It is a subject which confronts every business man in the country. It knows the difficulties under which the railroads labor in striving to secure efficient employees. And yet one surely, inefficient employee may counter-

act the good work of a dozen faithful and efficient men. An illustration of one phase of inefficiency was seen on a recent trip from the South. At a time when Georgia peaches were in profusion, and their flavor was the finest that the heart of man could desire, on a dining car on a leading Southern road coming out of Atlanta when lunch was served for dessert California canned peaches were on the bill of fare, but not a Georgia peach. Little things of this kind indicate the woeful lack of attention to the details essential to the best interests of the railroads and the people. The use of California canned peaches in the place of the fresh Georgia peach, a thousand times better than the California stuff, only indicates a thoughtless lack of the sense of the eternal fitness of things. It was easier to provide canned peaches than to provide fresh Georgia peaches, and, therefore, the fresh peach had to give way to the canned.

On the other hand, there are some officials and railroad employees whose courtesy and attention to everybody dealing with them makes business and travel a pleasure. One fact illustrates what can be done. A few days ago the writer, in starting from New York to Boston, found that by a mistake his Pullman ticket and his railroad ticket were for different trains an hour apart. When the tickets were handed to one of the gatekeepers at the Grand Central Depot, notwithstanding a great rush of people crowding in every direction, instead of waving the traveler aside, as nine out of ten would have done, and let him correct his own mistake, this gatekeeper very courteously said: "Step inside of the gate, and I will see if I can't have the ticket changed so you can use this train." It took him five or six minutes to do this, but he brought back a new ticket in time for that train. That act of courtesy indicated not only the gentlemanly qualities in that man, but also indicated the qualities which make for success—the willingness, the alertness to do more than was demanded of him by his position. He went beyond the actual requirements of his position in order to be accommodating to a traveler whom he had never seen before and never expected to see again.

Occasionally in the desert of incompetency and unwillingness to do more than railroad employees are compelled by their position to do, there comes an oasis such as that of the Grand Central gatekeeper, who made it possible, by his quickness of thought and his ability to reach the passenger office ahead of the ordinary traveler, to prevent what would have been a troublesome delay. If railroad officials could only hear of the complaints made by travelers against their employees, and hear of the commendations made in a case of this kind, they would recognize how vitally their interests are affected.

IMPROVED COTTON COMPRESSING.

If Harvie Jordan, president of the Cotton Growers' Association, who is also president of the Farmers' Gin, Compress & Cotton Co., can bring about a general adoption of cotton compressing at the gin on which he is now vigorously working, he will accomplish a very great improvement in the handling of cotton. The bagging and compressing of Southern cotton is simply barbarous. It is a disgrace to the South and necessarily brings great losses to the planters.

POLITICS THAT THE SOUTH SHOULD SQUELCH.

Booker T. Washington does not permit his active dealing in party politics to interrupt the campaign in which he has been openly interested now for five years—the campaign to mass the negroes of the country in the South. A few days ago he delivered an address to a large Eastern audience composed largely of negroes, in which he advocated the South as the place where the negro should remain. That was not always the policy he advocated. As late as 1903 he told a large gathering of negroes in Philadelphia that "now is the time for the negro to seek homes in every part of the country." But three years later he epitomized the new policy in his announcement that the main body of his race had decided to remain permanently in the heart of the South, and that under certain conditions, "naturally, logically, sympathetically, we shall make ourselves grow into the full and rightful enjoyment and intelligent use of the privileges and rights of citizenship."

Why the change? Was it a change?

As a matter of fact, the massing of the negroes in the South was a germinal impulse of the Ogden Movement for the Education of the South. A volume might be written in proof. But 10 years of the Movement have been full of adroit, cautious, evasive, tentative efforts to beguile or honeyfuge the South into relaxing its vigilance against tendencies as to the negro that, unchecked, spell ruin for the negro, against the determination to do for the negro and against the white race of the world, under the guise of educational philanthropy, what brute force and political power had failed to do. The determination is opposed to the best interests of the negro. It could have no standing whatever if the intelligence of the country should study its circumstances and realize its logical ends.

For the Ogden Movement, of which Booker Washington was an early field agent, means that instead of the negroes being placed in conditions where they must depend absolutely upon their own initiative and their own powers for their own salvation, and where they may be educated as only any people should be educated that is ever to become anything but a dependent and an imitative people, they are to be encouraged and aided materially to remain in the South, because, as Booker Washington puts it in the address that he has been reeling off at divers intervals and lately at Ocean Grove, N. J., the climate suits them and the whites suit them.

Aside from any consideration of the question of the enormous and steadily increasing burden thus to be put upon the whites of the South, the burden of increasing incompetency, increasing worthlessness and increasing costliness, in spite of increasing "educational" facilities, aside from the possibility of Southern whites being misled into aiding in inducing a situation in this massing of the negroes where whites will have to relinquish the South, the politics of keeping the negro massed in any part of the country should be soberly considered and settled for good and all by the people of the country. If the game succeeds, the negroes of the country will become a curse to civilization and a curse to themselves.

However soft the speeches, however velvety the gifts, however plausible the pretexts and pliant, but unyielding, the plan, it is not dominated by men who have given evidence of mapping out a safe and sane career for any people,

READ, MARKED, LEARNED AND INWARDLY DIGESTED.

Striking illustrations of close reading, prompt reading and wide reading of the New York Times is given in results of its publication of an exceedingly generous editorial comment upon a pamphlet recently issued by the MANUFACTURERS' RECORD and entitled "The Summons of the South." The pamphlet contains twin addresses, the one made at Boston in May and the other made at Gaffney City, S. C., in July. In it are combined pleas for a return of Southerners to their birthland and for the South to make it unnecessary for any of its children to seek their fortunes outside its limits. The editorial appeared in the New York Times of Monday, August 3. In every mail to us since then have come letters asking for copies of the pamphlet. A dozen of them were dated August 3 or August 4. They came not only from New York city and such points as College Point, N. J.; Arcade, N. Y.; Bath Beach, N. Y., and Ocean Grove, N. J., but from Rochester, N. Y., and the Bretton Woods of the White mountains, New Hampshire. Extracts of some of the letters are interesting.

F. J. Whiton, enclosing, as did others, a copy of the editorial, wrote:

I would be interested to obtain copies of pamphlet addresses referred to in enclosed editorial from New York Times of August 3, if you have some available.

From Brooklyn, N. Y., came the message:

I would be pleased to receive a copy of your address. Am thinking of returning South to live, and it would no doubt give me useful information.

Another exile in the metropolis wrote:

I read in yesterday's Times a splendid editorial referring to a pamphlet you have issued, "Come Home." I should like very much to have one of the pamphlets. I have bought a number of copies of the Times and sent them to different friends, calling their attention to the article, and I sincerely hope it will do the missionary work that it intends. It has been my intention for some time to return to North Carolina. With congratulations.

A third man of Southern birth in New York wrote:

We appreciate more than we can express your appeal to us to "come home." We want to come home, but we cannot manage to do so just yet. In fact, we are tied down up here to an enterprise that ought to have your hearty support and co-operation. After we get it further along we may be free to answer your appeal. We certainly would like to.

One who believes that "we should all go home" wrote:

The editorial in the Times this morning on "The Call to Come Home" struck a sympathetic chord in my heart. I am anxious to read the article by you and ask you to send it to me. I agree that the North is sapping the South.

A Rochester editor who had something to say himself in print wrote:

This matter appeals to me particularly, as it is my intention during the coming fall and winter, as a personal proposition, to make an extensive tour of the South, with a view to ascertaining its resources and opportunities, especially along the line of water-power and electrical development and manufacturing. During a hurried visit to South Carolina, North Carolina, Georgia and Florida in the spring I was much impressed with conditions as I saw them, and even then determined upon my next fall and winter sojourn in the South. The South as a growing power-industry proposition looks good to me.

From quite a long letter discussing Southern conditions the following is extracted:

I have read summary of the "Summons of the South" advising "all Southern men to come home" and picturing the South in glowing terms as to its material worth. I bear cheerful witness to your efforts to build up the South, and feel that had the

same been properly and practically seconded by Southern individual, corporate and legislative action, this naturally favored land would be in far advanced position in material sense.

Albert A. Springs, Jr., writing from 165 Broadway, New York, said:

Having read the criticism recently in the New York Times of your "Summons of the South," I am very desirous of getting a full text of it not only for my own pleasure, but also for the education of another South Carolinian and two other prodigals from North Carolina, with whom I live here.

T. S. Southgate, a leading wholesale merchant of Norfolk, writes:

I have been intensely interested in every word contained in the two addresses. Indeed, my measure of admiration leads me to write this letter as one small speck on the horizon, as it were, to thank you. * * * I would that they could be placed in the hands of every young man from Maryland to Florida. It may be that some of the keen interest I feel in the subject-matter as presented is due to the fact that I deliberated for months myself this very problem years ago when the time arrived for me to make a choice, and I am only too glad now that it seemed wise that I should not only stay in the South, and not only in the great State of Virginia, but right in my own home town, where the opportunities were just as great as anywhere else that I knew of for the proper development of all the energy that it became my lot to possess.

These specimens of homesickness or of personal interest in the welfare of the South indicate that the appeal was by no means untimely. They show the very marked tendency toward a southward movement of population. We are glad the appeal was made, and we feel almost inclined to keep standing at the head of our editorial columns the opening sentence of the Boston address:

You all had better come home.

You'll regret it if you don't. Nowhere else on earth are there such opportunities for the properly-equipped man; nowhere else is nature more kindly with her gifts to the intelligent and industrious worker; nowhere else in this country is as much wealth-creating development of mineral, timber and agricultural resources to be accomplished. It would be impossible for us, of course, to bring the man and the chance together. That rests largely with each man himself. But the bringing together is going to occur. Its results will pale into insignificance the wonderful achievements of the South in the past 25 years.

You all had better come home.

FROM NEAR AND FROM FAR AWAY LANDS.

In last week's issue we published a letter from a Philadelphia correspondent noting that through business he had learned that the MANUFACTURERS' RECORD was read by manufacturers in far-away Egypt. In one mail this week we have received two other illustrations of this habit of progressive foreigners. From Bombay, India, came a letter from N. S. Byramji, Grant road, saying:

In India a great demand has arisen for mill machinery, and the demand is so great that English manufacturers are unable to accept orders, as they cannot cope with them. It is the most opportune time for the American manufacturers to step in.

Complementary to this was the letter from J. M. Kinariwala, 1523 Raja Mehta street, Ahmedabad, India, who said:

Will you kindly insert my following wants in your valued paper, the MANUFACTURERS' RECORD: "A complete plant for a cottonseed-oil mill is needed, to produce 20 tons of oil within a day of 8 hours, and 20 tons of oil within a day of 24 hours."

Practical results of such wide reading are shown in letters which reached the MANUFACTURERS' RECORD on the same day from widely-separated points in

this country. Mr. E. E. Blake of Blake, Blake & Low, El Reno, Okla., writes:

From the amount of replies received, I think your advertisement reaches every manufacturer, architect and consulting engineer in the United States.

Mr. C. B. Neel, chairman water-works and electric-light committee, Richlands, Va., writes:

Would it surprise you to learn that from the announcement recently printed in your Daily Bulletin and the regular issue of the MANUFACTURERS' RECORD of July 30 that we have received so far more than 75 communications with reference to materials for our contemplated water-works, electric-light and sewerage system?

Yet this is an actual fact, and these communications have come from the most prominent manufacturers in their particular classes, as well as from dealers in second-hand machinery and from engineers and contractors for the particular kind of work contemplated, covering a large portion of the entire Eastern States.

This shows conclusively how closely your publication is read by up-to-date business men, and clinches the conviction we have had that your publication is a power for good in our Southland.

We have to thank you for the material assistance lent us.

To Mr. Edward O. Wild, a representative of the New Orleans (La.) branch office of the MANUFACTURERS' RECORD, Mr. J. C. Markstein, railway equipment, etc., New Orleans, writes:

Since you were so confident when you were soliciting my ad. for the MANUFACTURERS' RECORD that I would find the investment a paying one, it might interest you to know that your judgment has been vindicated. However, I was confident all along that the ad. would be a good thing for me, and so it has turned out to be.

I will state for your information that although my ad. has been running only something over one month, I have received two rail inquiries which I would not have otherwise received, I am very sure. I arrive at this opinion from the fact that other concerns which do not advertise in the MANUFACTURERS' RECORD have not received these inquiries, I know. It might further interest you to learn that one of these inquiries has resulted in an order, and the other bids fair to do so.

In this connection it might not be out of place for me to state that whenever you wish anyone to put in a good word for your paper, if you think my humble opinion would be of service or assistance, you have but to call on me, for I consider that I am getting better value received from my ad. in the MANUFACTURERS' RECORD and the Daily Bulletin than in any other paper.

Practical results measure the value of an advertisement. Its scope is usually far beyond the immediate end sought. It is concentric in its evolution. It ranges in ever-widening curve. The value of a successful advertisement is far greater than its cost. Primarily it appears in the advertiser's getting the men or the things that he wants and getting them promptly. Secondly, it is manifest in the lodgment of the advertiser's name and business in the minds of others against the day when they may need him.

Quick responses to an advertised fact prove that many men are reading the medium of the advertisement. Prompt orders based upon the reading prove that the medium circulates in quarters where it does the most good. Mere publication of a fact is no advertisement. It must be published in a place where it will be read, and read by the right persons. Letters from our advertisers, of which those quoted here are but samples, demonstrate the character of the MANUFACTURERS' RECORD as an advertising medium. And yet there are many lines of advertising which cannot logically look for immediate results. They must largely be of an educational character, keeping a name or a business constantly before the public as an introduction of the traveling man who follows

and who reaps where the advertisement has been sowing the good seed.

AN OPPORTUNITY FOR SOMEONE.

Mr. A. D. Preston, attorney-at-law, Beckley, W. Va., believing that even the back numbers of the MANUFACTURERS' RECORD are too valuable to be lost, makes the following offer to anyone who wants a complete file for the last three years:

I have been subscribing to the MANUFACTURERS' RECORD for about three years and have carefully saved all the copies and filed them as they came, and I now find I need the space, but am not willing to destroy so much valuable matter. I am willing to sell the entire lot or to donate them to anyone who will pay freight and agree to preserve them. Any assistance you can give me in this matter or any suggestions offered will certainly be appreciated.

The Nashville American seems beside itself. It is actually tired of the turmoil and strife of these latter days, and wants the country to have a chance to get down to business. Discussing political possibilities, it says:

The people are weary of the turmoil and disturbances of the busybody. The country wants rest. It desires to make its own prosperity and to enjoy it and not be balked at every turn every day in the year by a busybody ruler who will mar the happiness and disturb the destiny of any country, no matter what its opportunities.

There's not a material man in America who is not tired of it all. The eternal war, the intolerant spirit that pervades, the unbearable interference with commerce and industry, is taking away the hope, the ambition and the patriotism of the people all over the country. Nobody is content, nobody feels any assurance of the preservation of either life or property. The temper of the whole country is kept on such a keen edge that citizenship is no longer valued and the traditions of the nation are fast losing their influence. The people want rest, rest.

Possibly the American, instead of being beside itself, is really, after all, merely expressing the convictions of the sane men of this country. The MANUFACTURERS' RECORD has said these or similar things many times of late years, but some people thought we were wrong. Sooner or later these truths will awaken the people to the mistakes our country has been making.

Keller & Co., architects, engineers and general contractors, of Rock Hill, S. C., in renewing their subscription to the MANUFACTURERS' RECORD write:

WE WOULD THANK YOU TO SEND US THE NAMES OF FIRMS WHO BUILD REINFORCED-CONCRETE WATER TANKS AND TOWERS AND KINDLY TELL THEM FOR US THAT IN THE FUTURE TO ADVERTISE IN THE MANUFACTURERS' RECORD SO THAT THEY WILL BE KNOWN.

The same advice might with equal appropriateness be given to hundreds of other manufacturers throughout the United States. We are in constant receipt of inquiries from subscribers in this and foreign lands asking for machinery or supplies or for the names of contractors, all of which ought to be found in our advertising columns. More than a thousand of the foremost concerns in America are among our advertisers, but there is room for another thousand, and we extend them a hearty welcome and suggest that they follow the advice of Keller & Co.

The Harlan & Hollingsworth Corporation of Wilmington, Del., wire the MANUFACTURERS' RECORD confirming the report that it will build a large steel car building plant, but add that the personnel of those to be associated in the enterprise has not yet been finally decided.

GRAY HEMATITES OF EASTERN ALABAMA.

By EDWIN C. ECKEL.

During the past few years considerable local attention has been attracted by the development work which was in progress in the gray hematite ranges in Talladega county, Alabama. Until this work had resulted in fairly definite results, however, it was inadvisable to publish any detailed description of the new ore field, and for this reason very little accurate information concerning it has been obtainable by the iron trade in general. As the prospecting work has been substantially completed, and part of the district has reached the shipping stage, the present statement has been prepared to cover the more important facts relative to these deposits. It is based primarily upon the results of the writer's work in the district, though, as later noted, access was had to all previous reports and data.

The gray hematites of Alabama occur in several counties in the eastern and northeastern portions of the State. At present practically all of the development work has been confined to Talladega county, and the only large workable ore bodies now known to exist are located in that county. Samples of float ore have, however, been received from several other counties located along the Alabama-Georgia State line, and the existence of gray hematite deposits has been reported from adjoining regions. So far, however, none of these reports has amounted to anything when traced down, the ores being unworkable because of thinness of grade.

As our present information stands, the workable gray ore deposits may be described as being confined to a long but narrow area in Talladega county, Alabama, extending from near the town of Talladega southwestwardly to near Sylacauga. The entire area is about 20 miles long, from northeast to southwest, and about two miles wide. All of this area, however, is not occupied by the ore-bearing series of rocks, for the ore deposits occur in several still narrower belts within the area above outlined.

The existence of the gray ores in this district has been known for many years, ores of related type having been described in 1858 by Dr. Tuomey, then State Geologist of Alabama. In the early seventies Dr. Eugene A. Smith, the present State Geologist, gave more detailed descriptions of many of the gray ore localities. It is only within the past three years, however, that active development work has been undertaken in this promising range. Though much prospecting has been carried on by individuals, the serious attempts at exploitation are due entirely to two companies, which together control the bulk of the workable ores of the field. Of these companies, the Gray Ore Iron Co., which is closely related to the Shelby Iron Co., has now two mines which were operated in 1906 and 1907. The other, the Alabama Ore & Iron Co., has completed extensive prospecting work and is now ready to commence mining.

The present writer had examined a portion of this field casually in 1906 while still in charge of the iron-ore investigations of the United States Geological Survey. In the latter part of 1907, having resigned from the survey, he was employed in examining the developments on the property of the Alabama Ore & Iron Co., with the purpose of advising as to the future development and handling of that

property. Early in 1908 he examined and reported on the mines and other property of the Gray Ore Iron Co. In the course of this work ample opportunity was, of course, afforded for the study of the results attained in the mining and prospecting, and for comparison with data gathered by other engineers. As there now seems to be no necessity for concealing the results of these developments, the officials of both companies have kindly permitted the use of these data in the preparation of the present summary.

The ore-bearing rocks form a series of low hills extending from Talladega southwest to Sylacauga, and bordered on each flank by limestone valleys. Both of these valleys are traversed by railroads, the one east of the ore range being followed by the Louisville & Nashville, while that on the west is followed by the Southern railway. The ore ranges are separated by faults from the limestone series on their flanks, and the ore beds outcrop at elevations of 100 to 300 feet above the levels of the limestone valleys. Large streams follow the valleys and cut across the ore range at intervals. The questions of transportation and water supply are therefore greatly simplified through the geological conditions of the region.

The rocks with which the ores are associated are a series of considerably metamorphosed slates, quartzites and marbles. Their exact geological age is still a matter of discussion, but is either late pre-Cambrian or early Cambrian. The determination of the exact age of these rocks is not a matter of immediate importance, and must be held open for discussion until detailed geologic work has been carried out in areas to the north of the ore ranges. The matter is referred to here simply because some local investigators have considered that the gray ores were simply metamorphosed Clinton red ores. Such a conclusion is untenable, for the two ores differ greatly in age, origin and character.

Structurally, the ore ridges consist of a series of very sharply folded rocks. Toward the northern part of the range a section across it shows that the rocks have been folded into a closely-pressed anticline and so overturned as to give dips to the southeast on both flanks of this fold. Further south, near the Emahee mine, only one flank of the fold appears, but near the Talasahatchee workings a series of sharp overturned folds is again encountered. The dips are as above noted, always in a southeast direction, but they vary greatly in amount. On Heacock mountain the ore beds dip almost vertically in places, while further south the dip flattens to 35 degrees or thereabout.

The ore-bearing ridges are bounded on east and west by large faults, but no faults of importance have been found in the ore series itself. On Riser mountain the great thickness of the ore beds at some points appears to indicate the presence of numerous faults of small throw, but elsewhere even these minor faults are rare or entirely lacking.

The ores occur in the form of vertical or highly-inclined beds, remarkably continuous along the strike. They appear to have originated by the replacement of pre-existing beds of porous and possibly limey sandstone and shales. This replacement took place at an early date, geologically speaking, so that the location of the ore deposits bears no necessary relation to the present topography of the region.

The point of greatest practical importance connected with the method of origin of the ores is its effect upon the question of the depth to which the deposits may be

expected to extend. Having originated by replacement, it may reasonably be expected that at some depth below the present surface the ores will disappear entirely. There is, however, no reason to believe that this will take place except at a depth which for our present purposes, may be disregarded. The deepest slopes in the district are now down 350 feet or more, and at this depth the ore beds maintain the same thickness and grade that they show on the surface. The remarkable continuity of the deposits along the strike is another fact of interest, individual deposits being traceable for several miles along the outcrop. If the deposits had originated by deposition from the present surface, their extent along the strike would, of course, be poor evidence as to their persistence in depth, but as the ore deposition is much older than the topography, the extension of the ore in one direction may be expected to give some hint as to its extension in another. In the writer's opinion, the evidence of existing workings, the extent of the beds along the strike, and their regularity in composition and thickness all combine to justify the belief that the deposits will remain workable and of substantially the same grade and thickness as at the outcrop for a depth of several thousand feet. In fact, it seems much more probable that a deep incline would run out of ore because it would pass beyond the faults bounding the ore ridges than because it would penetrate to a zone where the ore had never been deposited. In the tonnage estimates given later in this article the workable depth of the deposits is assumed as 1500 feet, and it is believed that this assumption is entirely justified.

For a long time after their discovery these ores were commonly spoken of as magnetites, this assumption being apparently based merely on their color and geologic associations. Careful determinations by Dr. Philip Smith prove, however, that ordinarily magnetite is either entirely lacking or very rare in this district, and that by far the bulk of the ore as mined is hematite.

The typical ore of the region is a bright gray on a fresh surface, often with a cross-fracture like that of a fine-grained gray pig-iron. On weathering the ore becomes a lighter gray, but when cut or scratched it shows the typical blood-red powder of hematite. In places the thin films of slate passing through the ore give it a slightly greenish tinge, but this is, of course, noticeable only in the ores of lower grade carrying much interbedded slate.

Aside from iron oxide, the main constituent of the ore is silica, in the form of fine grains of quartz. The ores are eminently siliceous as compared with the calcareous red ores of the Birmingham district. Their average range in composition is between the following limits:

	Per cent.
Metallic iron.....	53.00 to 45.00
Manganese.....	0.1 to 0.5
Sulphur.....	0.007 to 0.4
Phosphorus.....	0.15 to 0.29
Silica.....	15.00 to 26.00
Alumina.....	2.00 to 4.00
Lime.....	0.30 to 1.50

It will be seen that in composition the gray ores resemble more closely the brown hematites than the red or Clinton ores. So far as iron and silica percentages are concerned, the Alabama gray ores are far superior to the Oriskany hematites which have been so long used in Virginia at Longdale, Lowmoor, Goshen, Glen Wilton, Iron Gate and Covington furnaces. There would seem to be no reason, therefore, why the Alabama gray hematites should not find place in the trade, either for use in a mixture with the limey red ores or for smelting alone. When operations are conducted on a reasonably large scale the gray ore can be mined and cleaned for \$1.10 to \$1.25 per ton, equivalent

lent to two to three cents per unit of contained iron.

It is, of course, impossible to make any very close estimate as to the reserve ore tonnage in the gray-ore ranges, but sufficient work has been done to give an estimate of reasonable probability. Part of the district is now mining, another portion has been explored quite closely, while a third portion is barely prospected. Taking only the better known portion of the range, it is probable that in this 10-mile section there are somewhat over 50,000,000 tons of ore at easily workable depths, i. e., above the 1500-foot level. About half of this total tonnage will grade above 45 per cent. metallic iron, the remainder ranging from 45 down to 35 per cent. A fair proportion of the total, say 5,000,000 tons, can probably be mined so as to grade 50 to 53 per cent. iron.

The portions of the range which are still but slightly prospected may increase these totals somewhat, but it seems highly improbable that this increase will amount to more than 25 per cent. at the outside. Though traces of the ore are found at widely scattered points, the workable deposits seem to be quite closely grouped. Even without new discoveries, however, the range as already developed has made an appreciable addition to the ore reserves of Alabama, while its ore is of a character which happens to be more serviceable in Alabama than elsewhere.

Trial shipments of gray hematite have been made to a number of Alabama furnaces, and the results have been uniformly satisfactory. In addition to these smaller tests, the ores have been used for considerable periods of time at three furnaces—Gadsden, Ironaton and Shelby. Regarding the results of this use of the ore the following quotations from a letter from M. W. Bush, who was in charge of some of these operations, is of interest:

"I worked the gray ores of Talladega county for about three years with uniformly satisfactory results. The ore was first put in the furnace mixture as a substitute for brown ore. I found that it not only gave the same results, but made the mixture I was then using very much more fluid. The relative quantities of silica and alumina in the gray ore are such that it is very helpful in any ore mixture that is high in alumina. By using this ore in one furnace where the pressure was very high on account of high alumina, I succeeded in reducing the pressure about three pounds and thus made the furnace drive very much easier. The gray ore had also some advantages over the brown, in that it was so much more uniform. This is quite a consideration in this district, where all the furnace stock varies more or less, and the brown ores vary a great deal."

Other furnace managers who have used these gray ores report practically the same results, laying stress on the increased fluidity and on the advantages as a mixture with high-alumina ores.

A certain amount of criticism has been directed against the gray ores because of the excessively high percentages of potash which they are supposed to carry. Apparently this criticism is entirely without foundation, for, so far as can be determined, the alkali percentages in the gray hematites are not larger than those found in many other well-known and long-used American ores. Data on this subject are presented in the table following. So few analyses are on record in which the analyst has determined the alkali contents of the ores that those quoted below are taken from the results of the tenth census investigation of iron ores. The sampling done for this work was very careful, and as the analytical work was carried out by such chemists as Blair, Whitfield, Gooch and

*From Iron Trade Review.

King, the results are beyond question. The last analysis in the table is of a composite sample of gray ore, made up from a large series of individual samples:

Alkali Contents of American Iron Ores.

Locality.	Kind of ore.	Potash.	Soda.	Total alkali.
Salsbury, Conn.	Brown hematite.	0.70	0.44	1.14
Quinnsee Mine, Mich.	Hematite.	0.99	0.02	1.01
Cornell Mine, Mich.	Hematite.	1.54	0.17	1.71
Cornell Mine, Mich.	Magnetite.	2.29	0.30	2.59
Keystone Mine, Mich.	Magnetite.	0.92	0.86	1.78
Bentystown, N. J.	Brown hematite.	1.47	0.10	1.57
Amenia, N. Y.	Brown hematite.	1.13	0.34	1.47
Wolf Creek, Tenn.	Hematite.	1.80	0.17	1.97
Riverville, Va.	Magnetite.	0.99	0.14	1.13
Emanhee, Ala.	Gray hematite.	1.39	0.45	1.84

So far as can be learned, the only effect of the alkalis, when present in such quantities as above indicated, is to increase the readiness with which the ore fluxes. In this connection it may be noted that there is a general opinion among furnacemen who have used the Alabama gray ore that it fluxes more readily than any other ore obtainable in the State.

ELECTRIC PROGRESS AT RALEIGH

Improved Agricultural and Business Conditions.

[Special Cor. Manufacturers' Record.]
Raleigh, N. C., August 10.

Today the survey of the line of electric power wires between Raleigh and Buckhorn Falls, along the Cape Fear river, was completed, and the distance found to be 26 miles. Three parties at once began securing the necessary rights of way, so that actual work can begin in two weeks. The line will be ready for use by December 1, and Raleigh will become the most easterly "electric city" in the South. The Buckhorn Falls plant will develop 6250 horse-power, which will be furnished to Raleigh, Fayetteville, and perhaps one other point. The Carolina Power & Light Co., which owns and will operate this plant, has been duly organized. Its president is Charles E. Johnson, who is also head of the Raleigh Chamber of Commerce, the Raleigh Banking & Trust Co. and the Mechanics' Savings Bank. This company has also taken over the Raleigh Street Railway & Lighting Co., which has a five-year contract for lighting the city. It has received authority from the city and county to double-track its railway line to the State fair grounds, three miles from the capitol.

The Raleigh Chamber of Commerce, fully recognizing the high value of the MANUFACTURERS' RECORD as a medium of communication between those who have good things to offer and those who desire the latter, will advertise its electric power and other advantages therein.

The air of prosperity here and in the adjoining county is most marked, the crops this season have never been surpassed, and the outlook all over the State is of the same tenor. The farmers have more money than ever before, and are in better spirits.

Today United States Marshal Dockery, Capt. Earl Brown of the United States Engineer Corps and the three commissioners appointed to serve and condemn the rights of way of the lower section of the great inland waterway left for Beaufort, N. C., and will devote this week to that important work. There is \$540,000 available, and the Maryland Dredging & Contracting Co., Baltimore, Md., has been awarded the contract. It will require at least \$2,000,000 more to complete the waterway, which will save 125 miles of the long outside and dangerous trip around Cape Hatteras. The work of excavation, dredging, etc., begins September 1.

The records of the Secretary of State show that there has been some falling off in the number of corporation charters this year as compared with last, but lately there has been a marked increase in this line.

The State Hospital Commission has ordered that the whole new wing of the main

building be furnished, and that heat and water be supplied. This building, which will be finished by October 10 and cost, including furniture, plumbing, etc., \$62,-

500, will accommodate 102 patients. The commission has also ordered that the buildings for two colonies of insane patients at the Central Hospital be erected, one of these being for males and the other females, and both accommodating 100 patients each. This commission will arrange for building a hospital for epileptics on land bought last year by the commission, embracing 1250 acres and adjoining the 400 acres of land of the Central Hospital for the Insane. Provision will be made for at least 500 patients. Work is expected to be under way by the early spring, and the commission is allowed \$125,000 annually for four years for the construction of this and other work at the three hospitals in its charge.

The advance in the price of lumber during the past two days, coupled with inquiries for labor, is a plain indication of improvement. In conversation with leading farmers and business men your correspondent learns that there will be a demand for the farms for all available labor. A year ago it was pitifully scarce, the negroes particularly crowding to the railway camps and to the lumber plants, which now are idle, and the only question is whether the negroes, after the more exciting life on the roads and at the mills, will be willing to do farm work. This is one of the questions which will soon have to be settled. Governor Glenn said some time ago that North Carolina could then easily care for 200,000 more laborers. Of course, that was at a time when the demand for labor could not by any means be met. This is now the time of opportunity in North Carolina for the purchase of lands, of timber and for investments in the way of establishing industries, etc. There is plenty of prosperity everywhere, starting, of course, with the farmers, and hence being absolutely natural, and it ought to be. There is not a particle of artificiality in North Carolina's prosperity, and this is bound to tell in the long run.

A HARDENING IRON MARKET.

The Strike of Alabama Coal Miners.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., August 10.

The iron market during the past week was very firm, with the offerings much less than the demand was willing to absorb. Those who succeeded in obtaining the major part of their requirements may consider themselves as fortunate, for there was comparatively little iron offering, and not much disagreement as to price on what was offering. When it became known that one-half the iron in the State was controlled by one firm the true condition of the market was easily read and holders felt a strong confidence in prevailing values. When it became evident that there were good buyers in the market everyone who had any iron for the market wanted a little more for it, and those who held out for the advance obtained it. As the week wore on the demand was increased and the sellers became more indifferent. There were a few orders accepted at varying prices, and \$12.50 was done on more than one lot for fourth quarter delivery. At \$12.50 for the third quarter some business was also done, and more would have been done had the iron been available. The stocks are

very irregularly held, and while perhaps you could get some from one seller for the fourth quarter, he could spare you none for the third quarter. At the same time his neighbor was so situated that while he could let go a small lot for the third quarter, he could not sell for the fourth quarter.

The advance from \$12 to \$12.50 was gradual. The fluctuations were of moderate amounts, but they were all toward an improvement in price. One of the leading interests withdrew early in the week to take an inventory of the surroundings, but could not keep entirely out of the market. As it was, they had to book orders for 10,000 tons, and it is possible that during the coming week they will be in the market as usual for the long deliveries.

There were sales for both the third and fourth quarter delivery on the basis of \$12.50 for No. 2 foundry, and there were sales early in the week on a basis 50 cents lower. There was one sale of No. 4 foundry for fourth quarter on a basis of \$12, the order being for 1000 tons. There was one order for the same amount of gray forge on the same basis that found no seller.

It is gossip in the market that one important interest sold early in the week one lot of 1500 tons for delivery the fourth quarter on a \$12 basis. There were sales of No. 2 soft for both the third and fourth quarter on a basis of \$12.50.

There was also sale of 500 tons No. 2 soft for the third quarter on a \$12.50 basis. There was also sale of 500 tons of No. 4 foundry for delivery fourth quarter at \$12.50. But this had specifications not easily obtained.

These quotations will give one a fair idea of prices and of the course of the market, which undoubtedly has a hardening tendency. But one furnace has been added in the making of iron, and it is not probable that any more will be added during the existence of the present conditions. During the month of July the increase of production over the preceding month was about 10,000 tons. For the past seven months the output was a little over 100,000 tons per month. The possibility under the surrounding conditions of equaling the production of last year is very slim, and those who are anticipating such a result are very liable to be greatly disappointed.

It was reported during the last week that the cast-iron pipe companies were the largest buyers on the market. A large pipe interest said to your correspondent in talking of the market "that while no large lettings were scheduled for the near future, the foundries were all well filled with orders, and it is difficult to get early shipments of the popular sizes. The principal letting of the week was 600 tons for Wahoo, in Nebraska. Prices are showing a decided improvement over July quotations. The railroads are coming into the market for considerable tonnage for quick shipment, and despite the midsummer apathy there is a general feeling that the better day is beginning to dawn." This is the way the market looks from the viewpoint of the manufacturer. It is a plain case that if pig-iron advances, it follows "as the night the day" that the market for cast-iron pipe will be favorably affected. The correctness of this diagnosis is beyond dispute.

The market for scrap iron showed a decided improvement the past week in both inquiry and demand. The sales were very satisfactory, and the price on nearly all the grades was advanced, a full 50 cents per ton being obtained over the price of the preceding week for the grades in most demand. In some cases the advance was greater. It was the first good inning in the scrap-iron market it has had in some

time. Quotations as furnished by Weller & Co. are as follows:

Old iron axes, \$14.50.
Old iron rails, \$13.50.
Old steel axes, \$14.
Old car wheels, \$12.50.
No. 1 railroad wrought, \$12.50.
No. 2 railroad wrought, \$10.50.
No. 1 country wrought, \$10.50.
No. 2 country wrought, \$9.50.
Malleable, \$10.50.
Machinery castings, \$10.50 to \$11.
Wrought-iron pipes and flues, \$10.
No. 1 steel, \$10.50.
Stove plate, \$9.
Cast borings, \$6.

The strike has become a "hydra-headed monster" that rears its hideous head in this community and by its conduct has been fast weaning from its support and countenance the good feeling of the law and order citizens of this district. Instead of throttling it in its infancy, the authorities have temporized with the lawlessness that accompanied it until it has now reached a point where it is becoming unendurable. The authorities are continually announcing that they have it under control, while every day brings us a step nearer to anarchy. Some radical steps will have to be taken within the next few days or the fight end in the triumph of the anarchistic element that seems to be in control of the situation.

How often does one hear the expressed wish: "Oh that Governor Tom Jones was Governor until order was restored." No one can point the finger of scorn at him and charge him with being "weaker than a woman's tear." The coal operators at a meeting on Saturday perfected a permanent organization with G. B. McCormack as president and John W. Sibley as vice-president. Over 90 per cent. of the coal interests in Alabama was represented, and a constitution was adopted and it was determined to get to work without delay. A statement has been issued to the public setting forth the scope of their work and declaring that their object is to promote stable, just and harmonious and business-like relations between the coal operators of Alabama, their employees and the public; to aid in seeing that suspension of operations in violation of contract is visited with adequate penalties, and in general to promote in lawful ways the interests of the coal operators of the State of Alabama.

They are unanimous in their determination to attain their object, which is to conduct their business in a business way and to permit no outside interference in the conduct of their business. So the contest has reached an acute stage, and a few days more will determine whether or not the interests that own the mines can control their properties, or must do it with the consent of and under the direction of the labor they employ. In a few days more that part of the contention will be settled. The future of the district is involved in the solution of the question.

J. M. K.

The West End Furnace Co.

The West End Furnace Co. of Roanoke, Va., will blow in its plant on August 15. It has completed previously announced improvements, including installation of the David-Baker top, with Otis automatic elevator engine, a new skipway, new bosh and hearth jackets, new tuyere breast with complete fittings, etc. The company has also refined its stoves and installed new hot-blast valves of mushroom type, thoroughly overhauled the blowing engines, added new condensers and heater, installed new steam lines and made complete repairs to the plant; also added two pumps to increase water supply. The stack is practically new with the exception of the shell.

Size of stack: 10-foot hearth, 16-foot bosh and 80 feet high; daily capacity 150 tons.

About \$100,000 was the cost of the improvements.

NEW ORLEANS AS A SUMMER RESORT.

[Special Correspondence Manufacturers' Record.]

New Orleans, La., August 8.

"Why endure the terrors of a summer in New York, Washington, Chicago, or even St. Paul, where weeks of torrid temperature claim heat victims by the score," suggests a recent arrival, "when you can reach New Orleans by short rail or water route and find a marvelously salubrious climate, where Gulf breezes temper the heat the whole summer through, and existence for the most part is a distinct delight?"

The merits of New Orleans as a summer resort really is a matter on which the public needs to be informed, for the popular ignorance is widespread and most profound. True, the summer temperatures here do not range so low as in one or two specially favored spots, notably San Francisco, but only once since the weather bureau was established here, 38 years ago, has the thermometer registered more than 100, and on only 73 days in all that time has the mercury risen to 95 degrees. Even when the temperature does show a degree that would mean distress and death in the cities to the north of us, there is a constant health-giving breeze from the Gulf that makes life not only tolerable, but really delightful, so that sunstrokes are of rare occurrence and the death rate remarkably low. Thus for the entire year, up to August 5, there have been but three deaths from heat in New Orleans, as contrasted with the scores in nearly every one of the cities in the North, while for the week ending last Saturday there were but 82 deaths in the city from all causes, which, based by the health board on the ultra-conservative estimate of 351,000 population, is 12.15 per thousand per year. Excluding the deaths among the colored population, the rate for whites was but 10.48 per thousand per year, a figure that but few cities in the world can show. Even among the colored people the rate was but 16.77 per thousand per year, which would not be a bad figure itself if applied to the entire city, and which demonstrates the universal healthfulness that obtains. In all the public institutions of the city there were but 21 deaths for the week, these including not only local patients, but cases brought into the city from the outside. In five institutions, including orphan asylums, there were but 10 deaths, while the charity hospital furnishes only 11. Metairie cemetery, the highest-class cemetery in the city, reports not a single burial for the entire week, and but three for the week before, and two of these were of premature births.

In the face of these facts, is it not surprising that ancient fallacies still exist in the public mind as to the climate and healthfulness of New Orleans? It will probably require more than one—perhaps more than a dozen—newspaper articles to dissipate the ignorance and prejudice that surround this subject, and doubtless the visits of Northern people who have had business here will do more in that line than all other efforts combined. During the present summer a considerable number of Iowa and Illinois business and professional men have had occasion to come here, many of whom have interested themselves in land reclamation projects, and where this has been the first visit they have made in the summer time, expressions of amazement at the climatic conditions that prevail have been the universal rule.

While temperatures continue high throughout a long season—the range not

being excessive between sun and shade, day and night, or from day to day, from early spring to late fall, so that the only really valid objection to the climate is the monotony of its constancy—the very fact that the changes are not great enables people to dress for the season, so that in linens and other light fabrics men and women may go their way through the streets serene and comfortable, pleasing to observe, and with evident joy and contentment in their faces. Those who know how to dress and eat, and are managers enough to take advantage in their sleeping arrangements of the prevailing winds, will fare infinitely better in New Orleans the whole summer through than will the people of almost any other city of equal or greater size in the United States. This refers merely to the comfort phase of the matter. The death rate shows that even the ignorant, the shiftless and those pov-

whatever as to the effects on health and life of low, damp, warm regions. Longevity, recognized as the great touchstone of the healthfulness of any community, gives eloquent testimony on this point. The figures for New Orleans, which certainly apply with even greater force to the non-urban population of the coastal plain, give senility as the fifth in rank for a quarter of a century among the causes of death here. Conditions throughout this region are declared to be favorable to growing children, as well as to prolongation of life far beyond the average. These conditions, to quote Dr. I. M. Cline, for some years at the head of the United States Weather Bureau here, and whose residence at Galveston and New Orleans covers a period of 25 years, are such as to give the greatest vigor of circulation, assimilation and excretion, which the aged so much need and which likewise benefit the young.

As is the almost universal case in large cities, consumption heads the list of fatal diseases. While New Orleans, no more than is any other large city, is not an ideal home for the consumptive, there are yet cases where former tuberculosis subjects coming to Louisiana from the North

inclusive, aggregated about the same as those from whooping-cough and measles. Furthermore, the fact having been entirely established that only through the bite of one variety of mosquito can yellow fever be communicated, it is a much easier matter to combat and ward off this contagion than it is to prevent numerous other diseases that prevail the country over. A war of extermination has been waged by the board of health on all mosquitoes, but directed especially against the stegomyia, or yellow-fever kind, and since the disease was fought to extinction in 1905 there have been no yellow-fever cases here, and the old specter of terror has been laid forever. It is a remarkable fact, by the way, that not till 1905 was there general acceptance of the mosquito theory of fever transmission, when as early as 1853 a learned physician of South America published his discovery of the fact, based on years of microscopic investigations and study. As early as 1839 he had become convinced that so-called marsh fevers were due to a vegeto-animal virus inoculated into man by mosquitoes, which he identifies as the "winged snakes," referred to by Herodotus. An extract from a communication by Dr. Beauprethuy says: "Marshes do not communicate to the atmosphere anything more than humidity, and the small amount of hydrogen they give off does not cause in man the slightest indisposition in equatorial and intertropical regions renowned for their unhealthiness. Nor is it the putrescence of the water that makes it unhealthy, but the presence of the mosquitoes."

In New Orleans the war on mosquitoes is continuous except in December and January. As to the result of this work the health officer reports:

"New Orleans today is practically free from stegomyia, and should yellow fever break through the barriers of maritime quarantine or elude the vigilance of the State board and reach this city through the back door, the railroads, we make bold the statement that the disease could not spread to any noticeable extent in our midst. In this assurance lies our reward for the continuous and earnest warfare waged against the stegomyia mosquito."

"The success obtained in the case of this species of the insect, in fact, justifies the belief that the eradication of all varieties of mosquitoes from this city is but a mere question of time and of liberal and judicious expenditure of money. New Orleans then would need no longer suffer from the annoyance incident to the presence of the insect, save at long intervals and for a few days only, when visited by wind-driven mosquitoes, blown in from surrounding marshes."

And when the marshes are all drained, as they will be some day, and the lands are put to the agricultural uses for which they are so richly adapted, the mosquito will have become well-nigh as great a rarity as it is on the Pacific coast. New Orleans is making an attempt to exterminate the rats also, and everything else that breeds and spreads disease, and when all these efforts to eliminate the pest and the carrier of disease have reached the successful, New Orleans will be world-famous for its all-the-year healthfulness and even the delightfulness of its summers will be disputed by none. ALBERT PHENIX.

Want Courthouse and Jail Plans.

Chambers County Commissioners, H. H. Jackson, judge, Wallisville, Texas, invite submission of plans and specifications for a courthouse and a jail costing not more than \$50,000.

Reports from all sections show a gradual improvement in the lumber trade, with a tendency to higher prices.

How to Create a Demand.

The California Fruit Growers' Association, working in conjunction with the Union Pacific Railway, determined upon a publicity campaign to get people to buy oranges. The fruit growers wanted an enlarged market and the railroad wanted a long haul to the market, so together they bought newspaper space to tell Iowans of California oranges. The first shipment of oranges comprised a full train, and the fruit found a ready market. A second train of 25 cars brought more than the market price. Iowans this year increased their consumption of oranges by 70 per cent. over any year preceding. The people were satisfied with the fruit, the Union Pacific was satisfied with its returns from the freight charges, and the growers were well pleased with the prices which the fruit brought. All three got their money's worth, and the railroad and the association have their principal expended in advertising back in their pockets and along with it the reward of enterprise.

But the profit is not all accounted for yet. Interest on the original advertising outlay will be collected by the railroad and the fruit growers for years to come.

Does advertising pay? No practical man of affairs presumes any longer even to consider the question one of a debatable nature.—*Railway (Wls.) Times*, July 6, 1908.

What infinite possibilities this idea opens up to Southern fruit and truck men, to the orange-growers of Florida, with the heavy crop anticipated this year, and to business men of all classes who have anything to sell, whether it be peaches or oranges or steam engines or boilers or anything else! Go thou and do likewise.

erty-stricken to the extreme find the climate a favorable one, and the sunstroke record for 35 years proves that the theory of deadly heat in this far Southern clime is merely based on myth.

While in New Orleans the activities of an efficient board of health have doubtless had much to do with establishing the present low death rate, and the complete installation of the \$20,000,000 water, drainage and sewerage system, now almost entirely finished, will give New Orleans conspicuous advantages in the way of healthful conditions, yet the basic facts of a favorable climate and natural healthfulness apply to New Orleans and to all of the lower coast country hereabouts as well. South of New Orleans is a coastal strip where the temperature never has reached 100; where oceanic breezes prevail, charged with chlorine and saline matters, which act as antiseptics and disinfectants, and to a modified extent the same conditions prevail here. Thus there is a high degree of healthfulness all through the lowlands of the State, based on hygienic and physiological facts, well known to all scientists who have made any investigation

and being completely restored to health are living with entire comfort in New Orleans. Only a few miles from here, across Lake Pontchartrain, among the piney woods to the north of us, there is a famously healthy region, called the ozone belt, where the atmosphere possesses qualities remarkably beneficial to consumptives and every sort of victim of debility. It is a stock anecdote here that when a New Orleans man dropped into the office of a famous Paris physician once and asked to be recommended to the best climate a debilitated man could go to, the physician said, without knowing where his patient was from, "Well, sir, there is a place in America, just outside New Orleans, which I believe to have the best climate in the world for debilitated cases."

Time was when the fear of yellow fever epidemics drove many from New Orleans throughout the summer season and kept outsiders away. In recent years there were serious outbreaks of the fever in 1897 and in 1905, and there were a number of cases in 1898 and 1899, but even with these outbreaks the total deaths from yellow fever in the 28 years from 1880 to 1907,

CURRENT EVENTS AS VIEWED BY OTHERS

HOW THE PUBLIC IS MADE TO SUFFER.

[New York Times.]

According to Saturday's telegrams, Judge Bethea has fined the Atchison Railway \$7000 for rebating. The prosecution had made 65 counts, making the unlucky railway liable to a fine of \$1,300,000, but 64 counts were canceled upon the company's consenting to plead guilty upon one. The decision explicitly declared that it does not apply to the payment of "bonuses," but the question of what is a bonus and what is a rebate remains unsettled.

The case was that the railway upon solicitation engaged to pay a drawback—not to beg the question by saying rebate—upon building materials for a sugar factory which agreed to locate along the railway if thus assisted. The drawback was to be limited to \$50,000, and was to be paid by credits against freight bills as they were incurred. Eleven thousand dollars were thus paid, and the company is fined \$7000.

Yet the effect of this payment does not seem to be bad in itself. Of course, the farmers were benefited by the market which was created for their beets. Consumers were benefited by the additional supply of competitive sugar. This benefit would be permanent after the factory had been established, and the rate allowances were limited by the bargain.

The decision spoils the farmers' market for their products. The sugar factory may be compelled to stop construction or operation. There is one less competitor in the sugar market, and the Atchison is stopped from competing with other railways for the establishment of new enterprises along their respective lines. In the words of the Interstate Commerce Commission in the case in which Mr. Morton was exonerated for rebating, "the case grew out of the long-standing practice intended primarily to develop" trade. For generations such arrangements had been thought laudable.

INVITING OUTSIDE CAPITAL.

[New Orleans States.]

In anticipation of the ratification by the people of the proposed amendment to the Constitution exempting mortgages from taxation, capitalists from other sections of the country are already looking over the field with a view to making investments. The press reported a few days since that a deal involving more than a million dollars, and conditioned upon the ratification of the amendment, had been perfected between one of the big Eastern life insurance companies and a large local concern, and a number of other important transactions have either been arranged or are being negotiated.

What we need to develop Louisiana is capital. Our financial power is as yet not even sufficient to take care of the business which is already developed, but every year much money has to be borrowed to move our crops and to finance enterprises. The development of our resources has been held back because of the lack of money with which to do the work. Capital from the outside it was difficult to get for the reason that the tax mortgages compels the establishment of a rate of interest so high as to make borrowing out of the question.

The effect of the law has been merely to keep capital out of the State. It has added little or nothing to the revenues of the State, for the reason that capital simply remained away and put no money here in mortgages to be taxed. When it be-

came apparent that the only effect of the law taxing mortgages was to stifle enterprise and to prevent the State's development, that it added nothing in taxes to the revenues, while, on the contrary, by keeping back development it kept millions off of the tax rolls, the removal of this obstacle to the progress of the State was easy.

The recent Legislature submitted such an amendment to the voters of the State, and it is the prospect that this amendment will be ratified that has caused a revival of interest among Eastern capitalists in their opportunities offered for investment here. With abundant crops and the prospects of easy money next winter prices ought to be good and a period of prosperity should begin. Our resources are so abundant and the opportunities for the profitable investment of capital are so plentiful that we may reasonably expect heavy investments in this section as soon as the bar to its profitable employment here has been removed by the ratification of the amendment under consideration.

ROAD-BUILDING IN THE SOUTH.

[Richard H. Edmonds in New York Sun.]

In discussing editorially the convict leasing system in Georgia in the *Sun* of August 3 you express your belief that the best employment for prisoners is road-making. It may interest your readers to know that the authorities of Fulton county, in which Atlanta is situated, take the same view. For several years Fulton county has kept its prisoners at road-making, and it now has 250 miles of well-built macadamized roads, which center at Atlanta like the spokes of a wheel in the hub. General Clifford Anderson, a leading business man of Atlanta, who is officially connected with the great road-building work of Fulton county, recently told me that this work had in every way proved the best for the prisoners as well as for the county. Most of these prisoners are negroes accustomed to outdoor life. Imprisonment within brick walls tends to ruin their health, while the outdoor life of road-building under official control and maintenance is beneficial to them. The county owns its rock quarries, its stone-crushing plants and its road-making machinery. It therefore does not have to buy anything from outside. About 400 prisoners are kept at work, and the cost of good roads is about \$3500 a mile, which includes much heavy grading.

It is proposed to continue this work by cross-roads connecting the lines radiating from Atlanta until Fulton county shall have 500 miles of thoroughly good roads. Many of the leading people of the South, men who have given years of study to the subject, believe that every Southern State should put its convicts to work in building a great system of public highways. A number of counties in other States have been doing the same work which Fulton county is pressing with such vigor. Throughout the South there is a great awakening to the need of good roads, and millions are being expended in this work, but so great is the area of that section that road-building is a more serious problem than in more densely-settled sections.

One reason advanced by some advocates of using convicts in road-building is that this avoids any possible injury to labor by prison-made goods. Moreover, the scarcity of labor in the South in times of ordinary prosperity would make it very difficult to find men for road-building without drawing them by higher wages from the farms

and industrial interests where they are so badly needed.

So great is the interest throughout the South in road-building, street improvements and municipal undertakings that the work now under way and that which is being planned will represent an outlay of probably \$100,000,000. In this work Maryland leads, with a recent bond issue of \$5,000,000 for the building of 800 to 1000 miles of main lines of roads through the State, while the city of Baltimore is spending and preparing to spend \$25,000,000 or more on docks, sewers, street paving, etc. The whole South has caught the spirit of municipal improvements, such as sewerage systems, water-works, street paving and schools and other public buildings, while State and county authorities are vigorously working for better roads. This is simply the natural result of increasing wealth, and it is the best indication of how rapidly the South's wealth is growing.

LOUISIANA CANAL PROJECTS.

[New Orleans Times-Democrat.]

The recent trip of the Federal engineers for rivers and harbors over the route of the proposed New Orleans-Morgan City canal, and their visit to Lake Charles for the purpose of giving hearing on the Mermentau section of the interoceanic canal, cannot fail to prove of benefit to those projects. The action of the Congress cannot, of course, be foretold, but the fact that the board of engineers has gone over the route and is thoroughly acquainted with the situation should greatly aid the members of the Louisiana delegation in securing the attention of the committee and the necessary provisions in the next rivers and harbors bill.

To establish a serviceable waterway from New Orleans to Morgan City would cost the Government, according to the estimates of those who are in touch with the matter, a comparatively small amount. There is already existent a water route to Houma, in Terrebonne parish, and it is declared that the construction of a new and inexpensive connecting canal, with the dredging of the bayous and other streams that form natural links in the chain, and the deepening of some of the canals, will give to commerce an all-the-year-round waterway between New Orleans and Morgan City, with sufficient depth to meet all present needs. It would place this city in closer touch with nine parishes, save the shippers of those parishes many thousands of dollars in freight and vastly increase the tonnage handled. Heavy shipments of lumber, sugar, oysters and other products could be brought into New Orleans much more expeditiously, it is claimed, than they can be moved by rail under the present conditions, and the saving to commerce would easily justify the expenditure required.

The Lake Charles hearing was devoted to that section of the interoceanic canal to be constructed between the Mermentau and Sabine rivers. It was shown that the work of construction would not be costly, while the figures upon the freights originating in the Mermentau basin, to be served by the canal, were highly impressive. Congressman Pujo presented data showing that 78,000 cars of lumber were shipped during 1907 from Calcasieu parish alone, in addition to 8000 cars of rice and 3600 cars of sulphur. Representatives of Acadia parish reported that the export freight movement from Crowley

alone amounted to about \$500,000 annually. There seems to be little question as to the immense tonnage originated in the section of Louisiana to be served by this canal, and there is even less concerning the saving of time and economies in freight rates to be effected by the establishment of a water route in competition with the rail carriers.

These canal projects are entirely feasible. The network of natural waterways has made the construction of the proposed systems a simple and comparatively inexpensive task. Their benefits to a commerce that is growing rapidly are manifest, and it is to be hoped that Congress may make suitable provision for them in the next rivers and harbors bill.

SOME TRUCK SUGGESTIONS.

[Crowley (La.) Signal.]

For successfully raising truck in commercial quantities in this section only adequate drainage is lacking, and there are few farmers in Acadia parish who cannot secure good drainage at small expense on at least a few acres.

To raise truck for the market profitably there must be easy access to the large markets of the North. A direct line to the Northern markets from Crowley is now furnished by the Rock Island-Frisco, and when the Lafayette-Baton Rouge branch of the Southern Pacific is completed another Northern outlet will be open which will place us only three or four hours further away from Chicago than the Mississippi truck growers.

The Eunice News, which is largely instrumental in organizing a truck growers' association at Eunice, clips the following from a Hazlehurst (Miss.) paper:

"Brookhaven is shipping truck by the carload. First shipments brought satisfactory prices.

"Hazlehurst shipped 22,000 pounds by express Wednesday night. Cabbage was included in the shipment.

"On Wednesday 16 cars were forwarded, containing 2137 crates of cabbage, 2614 bushels of beans, 309 of carrots, 56 of beets and 21 of turnips.

"Saturday showed up 17 cars loaded with 2382 crates of cabbage, 1374 bushels of beans, 473 of carrots, 74 of beets, 186 of turnips and 6 of lettuce.

"On Tuesday 22 cars were shipped, containing 2730 crates of cabbage, 3890 bushels of beans, 440 of carrots, 58 of beets, 34 of turnips and 18 of lettuce.

"Last Friday's shipment reached 18 cars, containing 468 bushels of carrots, 95 of turnips, 2101 of beans, 247 of lettuce and 2523 crates of cabbage.

"Thursday's shipment was light on account of rain. Only five cars were forwarded, containing 995 crates of cabbage, 74 bushels of beans, 8 of carrots and 5 of beets.

"Nine carloads were shipped Monday, containing 1425 crates of cabbage, 1040 bushels of beans, 112 of turnips, 228 carrots, 76 of beets and 25 boxes of jassimine buds.

"Hazlehurst has built up a fine small-order business for truck, and, of course, is making good money out of it. This feature of the business has been practically ignored here."

In Acadia parish this year hundreds of carloads of cabbages, beans, cucumbers, melons and other truck could have been shipped if there had been organized effort. The organization of a truck growers' association in Crowley might be worth considering by the Crowley Board of Trade.

The Outlook for the Crops.

According to the official report of the United States Department of Agriculture, crop conditions in the United States August 1 were in the aggregate about 2 per cent. better than a year ago. In the South the conditions are very much better than last year, and in nearly every respect run far above the average improvement for the whole country. According to this report, crop conditions in the South Atlantic States are 4 per cent. better than a year ago and 5 per cent. above the average for the preceding 10 years. The relative betterment as compared with the 10-year period shows in this section, for cotton, 5 per cent.; corn, 3 per cent.; hay, 10 per cent.; wheat, 4 per cent.; tobacco, 6 per cent.; sweet potatoes, nearly 1 per cent.; apples, 25 per cent.; peaches, 40 per cent., and oats, 4 per cent.

In the south central States the conditions are about 8 per cent. better than a year ago and 2 per cent. better than the 10-year average. Cotton in this section is about the same condition as for the 10-year average; corn is 3 per cent. above; hay, 8 per cent.; wheat, 6 per cent.; tobacco, 5 per cent.; sweet potatoes, oats and rice, 4 per cent. each; peaches, 10 per cent.

This all spells increasing prosperity for the farmers, and thus for everybody else. If the cotton-growers will wisely market their crop slowly and not crowd it upon the market too rapidly, they ought to command a profitable price even if the yield should be as large as now seems probable.

Fig Raising in Texas.

According to press reports from Texas fully 800,000 fig trees will be planted by farmers and truck-growers in the coast country of that State during the coming winter. The South Texas fig, it is further stated, is known as the magnolia fig, and owing to the local conditions of soil and climate prevailing in the Galveston district it is better suited for preserving purposes than those grown in California. Large preserving plants are located at various places in this district, but as yet it has been impossible for the growers to raise enough figs to supply their demands. The price paid for the figs is at the rate of \$60 a ton, which is on an average of \$150 to \$200 an acre for four-year-old orchards. This is but another evidence of that remarkable versatility of soil and climate in the South, which lends itself so successfully and profitably to the raising of widely-diversified crops and which opens up to the farmer and truck-grower increasing and broader opportunities for getting out of his land the best that is in it.

The New Heine Boiler Plant.

The Heine Safety Boiler Co., 421 Olive street, St. Louis, Mo., will proceed with the construction of its new plant, announced some weeks ago by the MANUFACTURERS' RECORD. Lichter & Jens, St. Louis, are the engineers in charge, plans are being prepared and bids on the steel work will be received in a few days. Specifications will be issued and contracts awarded from time to time as needed. About \$250,000 will be the cost of buildings and machinery. It is understood that the site is 6½ acres in extent, with a 770-foot frontage on terminal railways, and that the buildings will include a main structure, 140x400 feet; flange shop, 60x180 feet, and power-house, 75x80 feet. These are to be of steel, with brick walls and cinder concrete roof. The machinery will be driven by electric motors.

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TEXTILES

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

The Additional West Point Mill.

Early last year the MANUFACTURERS' RECORD announced details of the West Point (Ga.) Manufacturing Co.'s plan for building another mill and a 3000-horsepower electric plant at Langdale, Ala., on the Chattahoochee river, near West Point, Ga. This enterprise was referred to several times as progressing toward completion. The buildings are about completed now, and they include various structures of slow-burning construction. The mill proper is 840 feet long and 130 feet wide; picker-house two stories high, 80x200 feet; power-house, 50x80 feet; transformer station, 20x20 feet; cotton warehouse, 100x500 feet; pumphouse, 15x15 feet. This additional mill will be equipped with 35,000 spindles and 1000 looms for manufacturing cotton duck and similar cloth. The J. F. Gallivan Building Co. of Greenville, S. C., was the contractor for the buildings, and Lockwood, Greene & Co. of Boston, Mass., were the architects. Contracts for the water-power machinery were awarded to the Dayton Globe Iron Works Co. of Dayton, Ohio, and for the electrical machinery to the Westinghouse Electric & Manufacturing Co. of Pittsburgh, Pa. About \$800,000 is being expended for this mill, power plant, necessary cottages and village betterments for the additional operatives who will be required.

Government Contract for Virginia Mill.

An important Government contract has been awarded to the Bedford Mills Co. of Bedford City, Va. It calls for 45,000 yards of woolen cloth to be used by the Union Veterans of the Soldiers' Home at Zanesville, Ohio. This Virginia mill employs about 100 operatives, operating 2000 spindles, 25 broad looms, etc., on the manufacture of woolen cloth, which is dyed and finished at the plant. The Thomas Kent Manufacturing Co. of Clifton Heights, Pa., is the proprietor of the Bedford Mills Co.

Texas Farmers' Union Demands.

Dispatches state that the Texas Farmers' Union, which was in convention last week at Fort Worth, Texas, has adopted resolutions demanding that the thirty-first Legislature establish a convict cotton mill to manufacture bagging and inferior grades of cotton goods. Another resolution demands that the Legislature employ experts at the Agricultural and Mechanical College to instruct students and farmers in cotton-growing.

To Buy the Odell Mills.

A decree of court has ordered the sale of the Odell Manufacturing Co. properties at Concord, N. C., on September 16. The mills contain 28,192 spindles and 1775 looms, with accompanying machinery, and it is understood they will be bid in by present stockholders and other cotton manufacturers, who will reorganize the company. Caesar Cone of Greensboro, N. C., is the receiver in charge.

To Rebuild Burned Mill.

The knit goods manufacturing department of the Jonesville (S. C.) Manufacturing Co. was destroyed by fire during the week, the loss being reported at \$150,000. It is stated the management is al-

ready taking action to replace the plant, which operated 250 knitting machines and complementary equipment. The company's cotton mill of 15,000 spindles and 240 looms was not damaged.

Purchased the Levi Cotton Mills.

J. R. Gilliam of Lynchburg, Va., has purchased under mortgage at public sale the Levi Cotton Mills, Rutherfordton, N. C., which is equipped with 6480 spindles and accompanying machinery for yarn manufacture. Mr. Gilliam bid \$58,000, and as one of the bondholders it is understood he will arrange for reorganizing the company.

Purchased Mills at Jonesboro, N. C.

D. E. McIver, trustee, has purchased the Clark Manufacturing Co. and the Eugenia Manufacturing Co., owners of cotton mills at Jonesboro, N. C. The plants are equipped, respectively, with 100 looms and 3750 spindles. The properties were bid in at \$43,000, and it is understood the purchaser will reorganize the companies.

Demand for Cotton Goods.

Dispatches from Athens, Ga., state that the Southern Manufacturing Co. of that city has found it necessary to put on a night force of operatives in order to meet the demand for its product. The company operates about 20,000 spindles and 384 looms on the production of cotton flannels, etc.

To Manufacture.

Thomas Williams, formerly with the Hope Worsted Mills, Louisville, Ky., has arranged to organize a company to manufacture worsted yarns. It is proposed to establish a plant with an equipment of 3500 spindles and accompanying machinery.

Albion and Mt. Holly Mills.

The Albion Cotton Mills Co. and the Mt. Holly Cotton Mills of Mt. Holly, N. C., are established plants operating 2250 and 3000 spindles, respectively. They were mentioned last week as incorporated by A. P. Rhyne, H. A. Rhyne and E. R. Cannon.

Has Increased Capital Stock.

The Planters' Manufacturing Co. of Oxford, Ala., has increased its capital stock from \$100,000 to \$165,000. This company has at present an equipment of 3500 spindles, 200 braiders, etc., for manufacturing sash cord, cotton rope, etc.

To Meet in New York.

The board of governors of the American Cotton Manufacturers' Association has selected New York city as the location for the next annual convention of the association, which will be held in May, 1909.

To Increase Capital Stock.

The Fairmont (S. C.) Manufacturing Co. will hold a meeting on August 31 to consider increasing capital stock to \$300,000. This company now has an equipment of 8132 spindles and 256 looms.

Hosiery Knitting Company Incorporates.

The Mt. Ida Hosiery Mills has been incorporated with a capital stock of \$25,000 by R. L. Greenlee, H. A. Tate, W. A. Conley and others, all of Marion, N. C.

The Marion Knitting Mills.

The Marion (N. C.) Knitting Mills has been incorporated with a capital stock of \$100,000 by J. Yancey, W. W. Neal, G. S. Kirby and others.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Building Prospects Brighten.

Building reports from Southern and Southwestern cities for July indicate that operations were quite active in these sections during the month, with prospects that the coming months will show even greater activity. Construction work in New Orleans for July shows an increase of about 76 per cent. over the same month last year, comparative figures representing a valuation of \$493,379 for July, 1908, as against \$278,863 for July, 1907. In Atlanta, Ga., building permits indicate a cost of construction amounting to \$514,857, an increase over the same month last year of \$79,393. Although operations fell off considerably in Atlanta during the first months of the year, they have increased to such an extent since April that indications are that the total for the year will be in excess of last year. There was no special activity in building operations in Savannah during July, 38 permits being issued, of which 19 were for additions, repairs, etc. Permits issued in Macon during the month amounted to about \$30,000, which valuation is low, but it is estimated that the record for August will be better, as plans are under way for a number of important structures, contracts for which will be awarded this month. The value of building operations in Chattanooga, Tenn., during the month is estimated at \$173,800, as compared with \$49,805 for June. Seventy-five permits were issued in Birmingham, involving an expenditure of \$166,230, of which more than \$100,000 was for the erection of frame dwellings. Among the cities of Texas where operations were active may be mentioned San Antonio, which reports 225 permits issued, representing an expenditure of \$204,900, an increase of about \$20,000 over the corresponding month last year, and Dallas, where the estimate is \$339,039, an increase over July, 1907, of \$25,541. Building permits in Fort Worth represent about \$50,000. In Norfolk 67 permits were issued, representing \$213,510, while the cost of building construction in Richmond is estimated at more than \$500,000. Figures for the last 12 months show that building operations in Richmond have exceeded \$3,000,000. The cost of new improvements, with additions, for which permits were issued in Baltimore during July is estimated at \$425,572, and the total for the first seven months of the year at \$3,223,956.90.

Fernandina's July Shipments.

Lumber shipments through Fernandina, Fla., for July amounted to 4,587,900 feet coastwise, valued at \$114,375, and 1,718,894 feet foreign, valued at \$42,972. Other shipments included 782,785 gallons of turpentine, valued at \$391,392; 43,316 barrels of rosin, valued at \$216,580; 14,673 tons of phosphate, valued at \$117,384; 44,245 pounds of palmetto leaves, valued at \$4424, and 1129 pieces of cedar logs, valued at \$1500.

The W. W. Carre Company, Ltd., manufacturer and exporter of lumber, has opened a downtown office at 345 Carondelet street, New Orleans, La. This company will retain the offices at the plant, but the new location will be general offices.

Want Plans and Specifications.

T. L. Herbert, chairman, Nashville, Tenn., solicits until September 15 plans and specifications for remodeling Davidson county courthouse. Apply to Judge Wm. M. Pollard for any information desired.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

McKEEN MOTOR CARS.

Company Formed to Manufacture Vehicles Propelled by Gasoline.

The MANUFACTURERS' RECORD has received the following information from an official concerning the organization of the McKeen Motor Car Co., lately chartered for the manufacture of gasoline railroad motor cars:

"William R. McKeen, Jr., resigned his position as superintendent of motive power and machinery of the Union Pacific Railroad Co., effective July 20, in order that he might devote his entire time to the construction and management of gasoline motor cars, as the building of them could not be handled longer by the regular shop organization of the railroad company. The 200-horse-power gasoline motor cars have proven successful, efficient, reliable and economical.

"The Union Pacific has just completed a large million-dollar car shop, one of the finest and most extensive in the United States, and for the present the motor cars will be constructed in the old car shops until the plans for their further extension and manufacture can be perfected. This will be done in order to expedite the building of gasoline motor cars for the Harri-man lines as well as for the general public. The inquiries and demands for these cars come not only from this country, but foreign countries as well, and it would be suicidal to attempt to limit their use to the Union Pacific Railroad.

"The use of the cars on the Union Pacific lines has made the road very popular with the traveling public. Their convenience over the regular heavy steam trains has been much appreciated by the people in the sections where they are used. We have at the present time 41 of these cars either completed or under construction.

"Thus the McKeen Motor Car Co. will be organized for the express purpose of manufacturing and expediting the completion of these gasoline motor cars, which have now been in successful operation on the Union Pacific Railroad for over three years.

"The 200-horse-power Union Pacific cars, as turned out today, are all built of the model of motor car No. 8, which has been in regular daily service now for 22 months between Beatrice and Lincoln, Neb., having a steel frame, side entrance, dustproof, airproof and waterproof round windows, a wedge-shaped front end giving low wind resistance, the whole making a hygienic and well-ventilated car.

"With the organization of a permanent manufacturing plant on a large scale in the process of completion, William R. McKeen, Jr., and the motor cars will be divorced from railroad work, and the position of superintendent of motive power and machinery of the Union Pacific Railroad Co. was filled, commencing July 20, by C. E. Fuller, lately of the Chicago & Alton.

"The plans for the new motor car company are almost perfected, but the location of the plant, whether in Omaha or elsewhere, has not been definitely decided."

PORT BOLIVAR TERMINALS.

General Manager Dever Expects to Open Them by September 20.

F. H. Dever, general manager of the Gulf & Interstate Railway, is reported to have issued a statement concerning the work of improvement at Port Bolivar, on the bay, opposite Galveston, Texas. He is quoted as saying:

"It is contemplated that by September

20, the Gulf & Interstate will have completed the construction of the piers, dock and terminal facilities at Port Bolivar, which have been under construction during the past nine months, and that it will be ready on that date to formally open the port to all traffic.

"The first pier now nearing completion is 300 feet wide and 1200 feet long, and will be provided with both double center pit and apron tracks over its entire length, which will allow the placing for loading or unloading of approximately 120 cars at any one time on the pier alone.

"In addition to the piers, ample space is being left on either side to permit of the handling of export timbers in the water. Space is being provided for the assembling and storing of approximately 8,000,000 feet of lumber and timber, which is easily four full cargoes. A depth of 25 feet of water in the slips will be dredged at once and this depth maintained. Congress has already provided for the dredging of a channel from Bolivar Roads and Galveston channel to the mouth of the slips, which also includes a 600-foot turning basin in connection with the same.

"The work of rebuilding the entire line from Beaumont to Port Bolivar is practically completed.

"Port Bolivar is to be primarily a lumber port. With established steamship lines already at hand, the exporter is assured of available space in a vessel at any time and for any continental port. Practically all of the large lumber companies have placed turpentine camps on their holdings and are beginning to produce these two commodities.

"A large company has been formed and Port Bolivar has been named as the point for assembling the products of all Texas and Louisiana camps. This brings to this port an additional tonnage no part of which it has hitherto enjoyed."

THOMASVILLE TO TAMPA.

Railroad to Be Extended, Which Will Make a New Route to Western Florida.

President H. M. Atkinson of the Tampa Northern Railroad Co., with headquarters at Atlanta, Ga., writes the MANUFACTURERS' RECORD about the projected extension to Thomasville, Ga., and confirming the report that he said it would be made. He writes:

"The distance from Tampa, Fla., to Thomasville, Ga., is approximately 235 miles. The Tampa Northern is now in operation to Brooksville, Fla., which is 50 miles north of Tampa. The territory between Tampa and Brooksville is almost a continuous stretch of pine timber.

"It is proposed to at once extend the line from Brooksville to Dunnellon, Fla., a distance of approximately 35 miles. There is continuous timber of good quality almost the entire distance from Brooksville to Dunnellon, and also a large area of phosphate lands, a large part of which has not yet been developed, owing to lack of railroad facilities. Notwithstanding this, the present output of the region is about 15,000 cars per year.

"The construction of the road from Dunnellon north will be taken up after it is completed to Dunnellon. The distance from there to Thomasville is 150 miles, and the territory between the two places is almost an unbroken pine belt.

"Capt. W. B. Deuham, general manager of the Tampa Northern Railroad at Tampa, Fla., is in charge of construction work."

Connection will be made at Thomasville with the Atlanta, Birmingham & Atlantic Railway, of which Mr. Atkinson is also president.

The Maryland & Pennsylvania Railroad Co. is experimenting with a gasoline elec-

tric motor car built by the General Electric Co.

TEXAS SOUTHERN SOLD.

Line to Be Extended South from Marshall and Also Improved.

The Texas Southern Railroad, 74 miles long from Marshall to Winnsboro, Texas, but with a total operated length of 109 miles, has been sold at auction by order of the court under receivership proceedings to Osce Goodwin of Dallas, Texas, who, it is stated, bought it for himself, J. F. Strickland of Dallas, E. Key of Marshall, Texas, and associates. It is reported that Mr. Goodwin represents the St. Louis Union Trust Co. The price paid was \$286,000. The upset price was \$225,000.

Mr. Strickland is quoted as saying that when the sale is confirmed by the court the property will be put in good condition and extended southward from Marshall through a virgin forest and also through the finest undeveloped fruit lands in the eastern part of Texas. The same report also quotes him thus:

"It will take a quarter of a century with the most modern sawmill machinery to exhaust the timber of the region through which it has been arranged to extend the road, and, in addition to the revenue from the transportation of the lumber, the revenue from the transportation of fruit, vegetables and melons will be a big thing. We have ample capital with which to put the road in first-class repair and to extend it. We are all very much pleased with the deal."

It is interesting to note that Mr. Strickland is one of the enterprising men in railroad affairs in Texas, being president of the Texas Traction Co., which has just completed and put in operation a high-speed interurban electric railway 65 miles long from Dallas to Sherman.

RAILWAYS AND POWER.

Merger at Roanoke Provides for Expansion of Business Expected.

An officer of the Roanoke Railway & Electric Co., Roanoke, Va., telegraphs the MANUFACTURERS' RECORD thus:

"Roanoke Railway & Electric interests have purchased stock and bonds of Roanoke Water-Power Co.; also James River Water-Power Co. These properties, including Roanoke Railway & Electric Co. and Roanoke Heat, Light & Power Co., will be merged into holding company recently chartered as Roanoke Traction & Light Co."

A press report says that the Roanoke Water-Power Co. was purchased from W. N. Camp, and that the James River Water-Power Co. was bought from D. M. Taylor. The latter company owns the water-power property at Little Tunnel, on the James river, nine miles west of Buchanan. The same report also says that financial arrangements have been completed for all immediate needs and all improvements or extensions which have been determined upon. On account of the increase of business it has been decided to provide sufficient financial resources to take care of future developments for years. The plan also provides for the development of the James river property, which, it is said, would provide a power capacity about three times as great as that of the Roanoke Water-Power Co.'s present plant. The financial arrangements also include provision for any extensions of street-railway lines or of the light and power service.

HEAVY WORK IN KENTUCKY.

New Line from Cincinnati Over into Virginia Is to Be Built.

Mr. H. C. Beyland, vice-president of the Cincinnati, Kentucky & Virginia Railroad Co., 211 Railway Exchange, Chicago, writes the MANUFACTURERS' RECORD con-

firmed reports that surveys are under way for construction of the line. He says:

"We have about 50 miles of completed survey and a large engineering corps in the field under Mr. W. D. Gerber, chief engineer, Yale, Ky., making additional surveys, securing rights of way, etc. The line will be constructed along or near the Licking River valley, traversing the rich blue-grass region and also developing the virgin timber lands and coal fields of Eastern Kentucky. Connection will be made with diverging railroads at the Ohio river, as well as with all intersecting lines; also with those railroads in the vicinity of the Kentucky-Virginia State line leading to and from the Southeast for the interchange of traffic between that territory and the Northwest.

"The date for opening bids for construction is not yet determined."

Another report quotes an officer of the railroad company as saying that the proposed line will be 275 miles long, with branches. About 75 miles of the right of way and some capital have been secured. Construction will be heavy, and will require trestles, bridges and tunnels.

GASOLINE CARS TO RUN.

Surveys for a New Line Between West Point and Urbanna, Va.

Mr. C. P. E. Burgwyn, civil engineer, 917 Bank street, Richmond, Va., writes the MANUFACTURERS' RECORD confirming the report that he is making a survey for a railroad from West Point to Urbanna, Va. The name of the company is withheld for the present, as well as the names of others who are concerned in the enterprise.

The line will be about 25 miles long to begin with, although it is expected to ultimately branch out in the peninsula section between the York and Rappahannock rivers as far down as New Point Comfort. Connections will be made with the Southern Railway and various lines of steamers and ferryboats. The engineering work has only just begun, and nothing has been done toward getting bids for construction. Another report says that Mr. J. C. Robertson, Merchants' Bank Building, Richmond, Va., has charge of the matter.

It is also said that the line is to be operated with gasoline motor cars, and that Northern capital is backing the plan, ready to start construction as soon as the engineers have finished their work.

CONNECTED UP TO MARION.

Carolina, Clinchfield & Ohio Railway Pushing Construction of Its Line.

The Carolina, Clinchfield & Ohio Railroad Co. (formerly the South & Western) has completed tracklaying between Altapass and Marion, N. C., making a continuous line from Johnson City, Tenn., to Marion. The company is now ballasting the new track, and it is expected, according to a press report, to begin operating through trains between the points mentioned in September.

The road has been in operation for some time from Johnson City as far as Pine Ridge, about two miles south of Altapass, making about 70 miles of completed track, and from Marion northward 14½ miles have been operated as far as North Cove. Construction is under way from Marion southward to Bostic, N. C., where connection will be made with the Seaboard Air Line.

Norfolk & Southern's Future.

An interesting but unconfirmed report comes from Norfolk, Va., to the effect that when the Norfolk & Southern Railway is reorganized after the present receivership it will be controlled by the Pennsylvania Railroad Co. This rumor appears to have started in consequence of the acquisition

of the New York, Philadelphia & Norfolk Railroad by the Pennsylvania, as heretofore reported, and seems to be based only upon conjecture. The last-named road is on the Eastern Shore of Virginia and Maryland, and has a ferry connection with Norfolk.

Thomas Fitzgerald, one of the receivers of the Norfolk & Southern, is quoted as saying that he does not know of any intended acquisition of the road by the Pennsylvania nor of any prospect that it will be so acquired; also that he does not believe the report.

Corsicana to Palestine.

The Central Texas Traction Co. has been incorporated under the laws of Delaware to build its proposed line from Corsicana to Palestine, Texas. Capital is \$300,000, and the incorporators are J. J. Sears of Aledo, Texas; Dr. J. O. Howard of Houston, Texas; W. W. Clopton and J. V. Watkins, both of Corsicana, Texas, and Harry W. Davis.

The line is to be about 75 miles long, including a main stem from Corsicana to Palestine and a branch to Fairfield, Texas. Mr. Watkins, with Geo. A. Duren, a civil engineer, was recently reported to be investigating the route.

Not Going to Jackson Now.

Mr. N. G. Pearsall, special agent of the Crescent City Construction Co., and also general manager of the New Orleans Great Northern Railroad, writes from Covington, La., to the MANUFACTURERS' RECORD denying a press report that construction of the extension to Jackson, Miss., would be resumed. He says that is not at present contemplated.

According to another report, it appears that the railroad company is merely finishing up the extension as far as Monticello, Miss.

On to Key West.

A press report from Miami, Fla., says that preparations are being made to resume work upon a large scale upon the Key West extension of the Florida East Coast Railway. Grading has been completed upon eight keys, and steamers are getting ready to convey track material there. Work will also be resumed upon the concrete bridges between the islands.

Railroad Notes.

Several railroads entering New Orleans are offering special rates for visitors to the Manufacturers' Exhibition, which is to be held during September.

Mr. R. S. Howland, Asheville, N. C., writes the MANUFACTURERS' RECORD that nothing definite has been done toward the construction of an inclined railway to Overlook Park. It was reported that he would build one.

The statement of the Atlantic Coast Line for the fiscal year ended June 30 shows gross earnings \$25,979,052, decrease as compared with last year \$792,476; net earnings, after payment of operating expenses and taxes, \$5,800,877, a decrease of \$528,624; total income \$8,474,305, a decrease of \$528,624; available for dividends \$2,264,332, a decrease of \$853,624, there having been an increase of \$325,000 in charges.

At the annual meeting of the Norfolk & Western Railway at Roanoke, Va., on October 8 action is to be taken upon the merger of several subordinate lines with the parent company as follows: The Lynchburg Belt Line & Connecting Railway, the Pocahontas & Western Railroad, the Big Sandy, East Lynn & Guyan Railroad, the Caretta Railway, the West Virginia Southwestern Railway and the Big Stony Railway.

MINING

Copper in 1907.

The smelter production of copper in the United States in 1907, according to L. C. Graton of the United States Geological Survey, was 868,906,491 pounds. From the record figures of 1906 this is a decrease of 48,809,191 pounds, or 5.6 per cent., the largest actual decrease ever recorded and the largest relative decrease since the American copper industry became important. This is the first time since 1901 that the annual production has been smaller than that of the preceding year, and the first time since 1872 that it has been smaller than that of the second year preceding.

The total given above is made up of the fine copper content of blister produced and of the smelter output of ingot and anode copper from Michigan. Of this quantity, approximately 10,075,048 pounds in blister were produced in foreign smelters from domestic materials exported. In addition to the domestic materials handled, smelters in this country turned out as blister 64,145,648 pounds from foreign ore, concentrates and matte. Domestic blister containing 42,350,963 pounds was exported unrefined, while blister from foreign sources containing approximately 183,530,132 pounds fine copper was imported for refining in this country.

The greatest decreases in smelter output are shown by the returns from the three States that rank highest. Montana's production, which was 294,701,252 pounds in 1906, was but 224,263,789 pounds in 1907, and the State yielded first place to its rival, Arizona, whose production, however, showed a decrease of nearly 6,000,000 pounds, from 262,566,103 pounds in 1906 to 256,778,437 pounds in 1907. Michigan still holds third place, with its production decreased from 229,695,730 pounds in 1906 to 219,131,503 pounds in 1907. Decreased production is also shown by the returns from Alaska, Oregon, Washington and North Carolina.

Many of the other copper-producing States showed substantial gains. The output of Utah, the fourth State in point of production, was nearly 16,000,000 pounds in excess of that of 1906—66,418,370 pounds in 1907 as against 50,329,119 pounds in the preceding year. The production of California increased from 28,153,202 pounds in 1906 to 33,696,602 pounds in 1907; that of Colorado from 7,427,253 pounds in 1906 to 13,998,496 pounds in 1907; that of New Mexico from 7,099,842 pounds in 1906 to 10,140,140 pounds in 1907, and that of Idaho from 8,578,046 pounds in 1906 to 9,707,290 pounds in 1907. Nevada and Vermont also showed productive gains.

Kentucky Coal in 1907.

The output of coal in Kentucky in 1907—10,753,124 short tons, having a spot value of \$11,405,038—was the largest in the history of the State, being nearly three times that of 1897 and nearly double that of 1901.

In a preliminary statement given to the press by the United States Geological Survey early in February it was estimated that the coal production of Kentucky for 1907 had increased about 10 per cent. over that of 1906. The complete statistics for the State, as reported to the Survey, show a gain in production of 1,099,477 short tons, or 11.39 per cent., in quantity, and \$1,595,100, or 16.26 per cent., in value. The increase would probably have been considerably greater, in spite of the financial flurry marking the closing months of the year, had not the abnormally high temperatures that prevailed during November and December lessened the usual demand for coal for local consumption.

Kentucky's coal product is drawn from two of the great coal fields of the country, and it is the only State which is thus favored. The coal beds of the great Appalachian system underlie the eastern counties of the State, extending entirely across it in a northeast-southwest direction, and the southern limits of the central or eastern interior field are found in the more northern counties of the western part. The total area underlain by coal-bearing rocks in Eastern Kentucky is estimated at 10,270 square miles, and that in the western part of the State at 6400 square miles. Up to the close of 1907 the western district had produced considerably more than half the total output of the State, but judging from recent developments in Pike, Johnson and other counties, it seems probable that the production of the eastern district will soon exceed that of the western.

Not Operating, but Holding Company

In a letter to the MANUFACTURERS' RECORD with reference to a recent report that it will develop coal lands in McDowell county, West Virginia, the Reed Coal & Land Co., Columbus Savings & Trust Building, Columbus, Ohio, states it will not operate, being simply a holding company.

Colgan-Ingles Coal Co.

The Colgan-Ingles Coal Co. has been organized to deal in mineral and timber lands, and will succeed the Manning Coal Exchange of Middlesborough, Ky. P. T. Colgan is president; Harvey Ingles, vice-president; F. E. Hess, secretary-treasurer, and A. C. Carr, general manager.

Standard Coal Co.

The Standard Coal Co. of Paris, Ark., W. H. Foster, president, has incorporated with a capital stock of \$100,000. Its directors include Mr. Foster, Charles W. Wahl, Edward Sullivan, Henry Rotert and M. A. Tarrance.

Cherry Coal Co.

The Cherry Coal Co. of Little Rock, Ark., has been incorporated for coal mining with a capital stock of \$50,000. L. W. Cherry, C. W. Cherry and H. C. Daniels are the incorporators.

Mining Notes.

The production of zinc ore in the Yellville district of Arkansas for the first six months of 1908 amounted to 3,500,000 pounds.

Messrs. J. M. Lang & Co. of Savannah, Ga., report shipments of high-grade Florida phosphate rock through the port of Savannah during the month of July at 4091 tons. Shipments were made to England, Germany and the Netherlands.

The Coronet Phosphate Co.

The Coronet Phosphate Co. of Lakeland, Fla., is proceeding to construct its plant and providing laborers' accommodations for the development of its properties three miles from Plant City. It has awarded contracts for the machinery needed, but is prepared to purchase a tank of 20,000 gallons capacity and tower 100 feet high, erected complete at plant; also a steel oil tank of 5000 barrels capacity, 1500 feet of six-inch cast-iron pipe, 400 feet of eight-inch pipe and 100 gross tons of 56-pound steel rails. The company will erect mill building and power-house of fireproof design. Its engineer and manager in charge at Lakeland is C. G. Memminger, and its office in New York city is at 99 John street. A. A. Cowles is president; Geo. L. Galbraith, first vice-president and treasurer; Mr. Memminger, second vice-president and manager in Florida, and A. Napier, secretary.

FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

To Visit Spain and Other Countries.

E. B. Goico, 15th and Sanson streets, Philadelphia, Pa.:

"Having in view a possible trip to Spain in the fall, and being asked by a Western firm to form a pool of four or six manufacturers whose products are not in competition, I take the liberty of bringing my name before your institution. I also have a similar proposition to Porto Rico, where, as in Spain, the American manufacturer is doing remarkably well, and which country I could reach direct, once through with Spain, early in December."

Preserving Machinery for Porto Rico.

Piza Hermanos S. en. C., 31 Allen street, San Juan, Porto Rico:

"We are engaged in laying out a pineapple plantation which ought to produce by next season from 800,000 to 1,000,000 head, and later have very much greater production. With this in view, we would like to know something about equipments for preserving the pineapple, in its juice or in syrups, in tin or glass or glazed vessels. At the same time we are inquiring how best to reduce them to syrup, as you do in your country, with sweetmeats."

Machinery for Button Manufacturing

O. L. Hardgrave, care Melhado Sons, Truxillo, Spanish Honduras, C. A.:

"Please do me the favor to give me the name and address of one or more makers or agents for a machine that will make buttons from cocoon shells and pearl clam shells."

COTTONSEED

Enlarging Their Charlotte Plant.

Messrs. Swift & Co. of Chicago, Ill., will enlarge their Charlotte (N. C.) plant, in accordance with original plans when the branch was established. They will erect an additional building four stories high, 30x40 feet, and install machinery for manufacturing salad oil from the cruder refined product. Three presses will be installed at first and facilities will be provided for adding two presses in the future. In the same building there will be four cold-storage tanks with a capacity of 120,000 pounds of oil. The Swift refinery at Charlotte was built last year, and its soap-stock product is shipped North for manufacture into high-grade soap. It is contemplated to establish a soap factory and a fertilizer plant at Charlotte in the future. The refinery has an annual capacity of about 9,000,000 gallons. A. R. Seaman is manager at Charlotte.

Incorporated With \$32,000 Capital.

Messrs. R. W. Henderson, M. C. Stockbridge, B. S. Braswell and associates have incorporated the El Dorado Oil Mill & Fertilizer Co. of El Dorado, Ark., with a capital stock of \$32,000.

Commercial Organization Secretary Available.

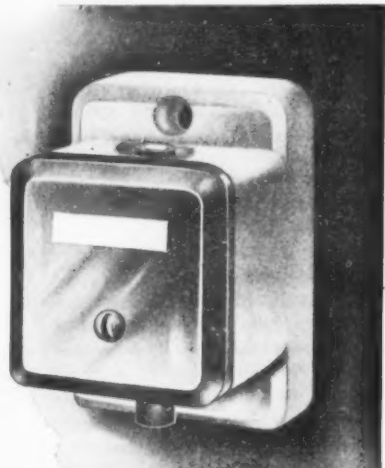
The secretary of an established commercial development organization in a well-known Southern city finds it necessary to remove to a higher altitude, and is prepared to consider propositions. Correspondence addressed to "Commercial," care of MANUFACTURERS' RECORD, will be forwarded.

Advertise in MANUFACTURERS' RECORD.

MECHANICAL

New Push-Button Specialties.

The demand for electric-lighting specialties continues to be met by progressive manufacturers. Prominent in this latter class is the Cutler-Hammer Manufacturing Co., Milwaukee, Wis., which is offering a new line of push-button devices illustrated herewith. This company calls attention to its porcelain pendent switches, brass-cap pendent, surface switch, porcelain push-button lamp socket and a vest-pocket model of the switch mechanism. The model makes clear to inquirers the



ACTUAL SIZE

Porcelain Surface Switch (for concealed work)
6 amperes, 125 volts
2 amperes, 250 volts

Made also for molding work.
Can be furnished in either style with label holder (as shown above) or without label holder.

CUTLER-HAMMER SWITCH.

degree of simplicity attained in this switch mechanism.

The push-button mechanism used in these devices can be adapted to many uses—to almost any use, in fact, where a quick make and break is desired. The mechanism consists of but three moving parts—push bar extending clear through switch, coiled steel spring and moving contact piece. These, with the fixed contacts, constitute the whole of the mechanism.

The principle embodied in the Cutler-Hammer switch mechanism is that of a coiled spring contracting on a tapering surface, the action being similar to that of a rubber ring slipped over the knob of



THREE MOVING PARTS FOR SWITCH.

an umbrella, or a coiled wire sleeve supporter, which, when passed over the elbow, will travel a short distance up or down the arm of itself.

The action is positive and snappy in either direction. In other words, this mechanism gives a quick "make" as well as a quick "break," the movement of the contact piece being the same whether the push bar is moved fast or slow.

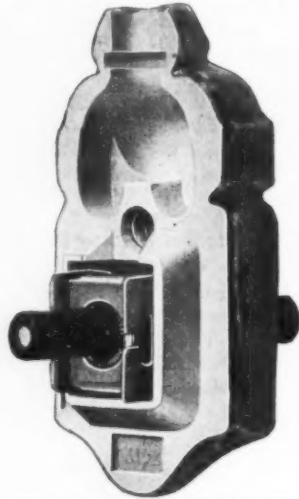
Cutler-Hammer push-button specialties are made of porcelain, which is a non-corrosive and non-conductive material. They will not tarnish, nor can the user possibly receive a shock while handling

them, since all metal parts are encased in porcelain.

The snappy action reduces arcing to a minimum, and such slight arcing as does occur is confined to a separate porcelain chamber away from the circuit wires and terminals.

Liberal space is provided for knotting the flexible cord, and the removal of a single screw gives access to the interior of the switch, making the wiring an easy matter.

A removable-fiber bushing is in each



CUTLER-HAMMER SPECIALTY.

of the pendent switches and the lamp socket, reducing the size of the outlet to the diameter of standard cord. When reinforced cord is used this bushing is removed.

The specialties are attractive in appearance. The fire glaze used on the porcelain is practically indestructible, while the choice of colors offered is such that one can select a shade that will harmonize with surroundings. The standard glazes are plain white, ivory tint, wood brown and neutral gray. Special glazes can be furnished to order. The under-



CUTLER-HAMMER SPECIALTY.

writers approve these devices. Other specialties are being developed by the Cutler-Hammer Manufacturing Co.

Miles Concrete-Block Machine.

Announcement is made of a new concrete-block machine offered by the Miles Manufacturing Co., Jackson, Mich. It is the No. 5 Miles machine, illustrated herewith.

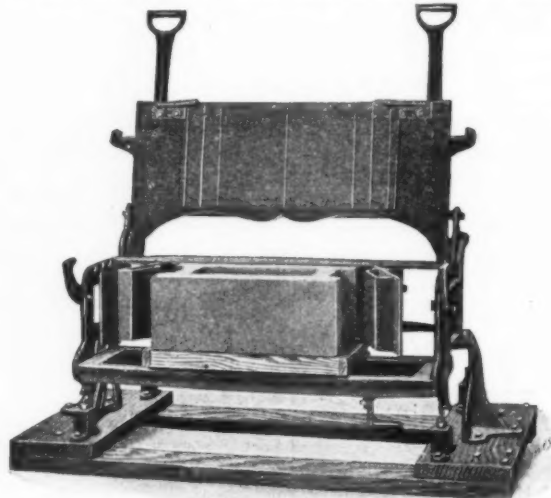
The same principle is employed which has been used in the No. 2 machine. The changes made are as follows: End gates are hinged to the frame and swing away from the stone, enabling the operator to

make blocks faster with less work. The back door consists of one casting instead of two. One of the most important changes is the pallet adjustment feature. An eccentric arrangement is employed which allows for the use of pallets, either wood or iron, varying in thickness. Where wooden pallets are used it is sometimes necessary to use boards that are warped

cap and step molds, fancy molds, tile molds, mixers, hoists, etc.

Scientific Self-Oiling Eccentric.

An illustration herewith presents an excellent and clear conception of the new patented Scientific self-oiling eccentric. As users of machinery know, it has always been difficult to keep an eccentric properly



MILES CONCRETE-BLOCK MACHINE.

more or less, and the machine will handle these without any inconvenience whatever.

There are very few parts to it, considering it is adjustable for making stone 4, 6, 8, 10, 12, 16, 20 and 24 inches long and 4, 6, 8, 10 and 12 inches wide. It is very simple, strongly built, and will withstand the most severe automatic tamper without being driven out of square.

The stone are molded face down, and a

lubricated. The violent thrust of an eccentric always tends to throw the lubricant from the bearing rather than toward it.

The Foos Manufacturing Co. of Springfield, Ohio, has invented the self-oiling eccentric to obviate the difficulties heretofore met.

The manufacturer of this type of eccentric says it has had same in actual and continuous operation for months at a time



SCIENTIFIC SELF-OILING ECCENTRIC.

very wet mixture can be handled successfully. The latter-mentioned feature is excellent, because blocks should be made with plenty of water to properly crystallize the cement. Further, a dense stone has considerable more strength than one full of voids or made dry.

The Miles Company offers, in addition to its block machinery, a line of other concrete machinery, such as adjustable sill,

without a refilling of the oil chamber.

At the letter "A" the solid oil, which has been found to give best results, is pressed into the opening with the fingers, which operation forces the grease downward until it fills the chamber "C," then the top of the receptacle "A" is filled with sheep's wool. The shape of the receptacle holds the wool securely in place, and the wool keeps out all dust and grit. The

bearing is grease-tight, so there is no throwing of the oil over the machine, floor or clothing of the operator.

With the lubrication obtained by this method there is very little wear on the running parts, and such small wear as there may be must be evenly distributed; therefore, uniformity of motion is secured, and the violent side or end thrust so com-

necting together, one on each side of the boiler and above the water line.

The whole is encased in brickwork, with a fire-brick roof carried by special T bars.

A small flue, built in the side walls of the setting, carries the hot gases direct from the furnace into the superheater chamber, where they make two passes around the superheater tubes. The flow

thence out through the opening there into the general piping system. The effect is to thoroughly mix up the steam so that it is of a uniform temperature. Ordinarily it is not deemed necessary to provide a by-pass so as to enable the superheater to be cut out of service entirely, although such an arrangement can easily be provided if desired.

Being located above and having no connection below the water line, it is never necessary to introduce any water, or, in other words, to flood the superheater, thereby absolutely preventing the accumulation of mud and scale on the interior surfaces.

The regulating damper being small and easily operated, thermostatic control of the degree of superheat is easily adaptable, or the regulation may be attained by hand, since the damper rod extends to and is operated at the front.

The exterior surfaces are perfectly smooth, and hence accumulate soot to a minimum degree, and are cleanable to a maximum degree, by means of the soot blower introduced through the hollow staybolts, without in any way interfering with the operation of either boiler or superheater.

Although not shown by the illustrations, the front of the apparatus is closed in by means of a frame provided with doors, giving access to the header box and preventing radiation.

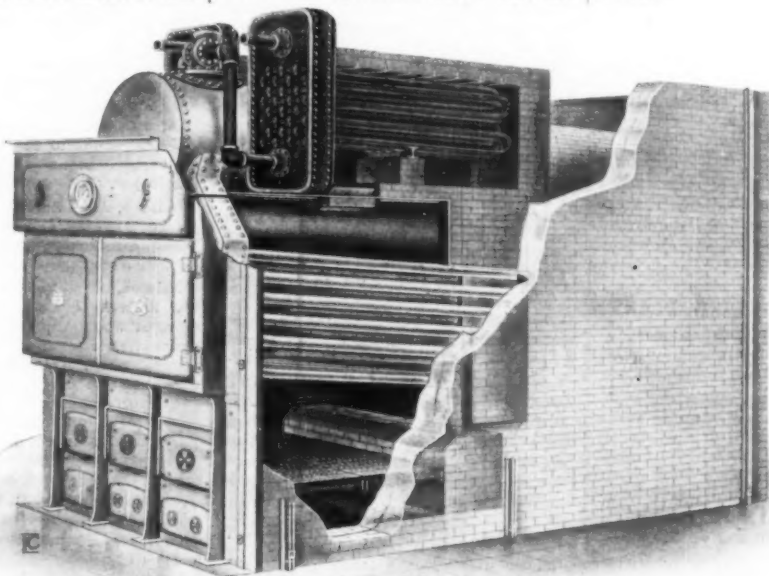
White River Power Co.

The White River Power Co. will be organized by J. I. Woodfill and A. A. Webber of Batesville, Ark., to develop water-power at lock No. 1 and dam No. 1 on the White river. They expect to develop a minimum of 5000 and a maximum of 10,000 horse-power, to be transmitted by electricity for power and lighting. The dam and lock are located one mile from Batesville.

The Atkinson Foundry & Car Shops.

Last month the MANUFACTURERS' RECORD reported a plan to build mine car and car wheel works at St. Albans, W. Va. The company will be known as the Atkinson Foundry & Car Shops, capitalized at \$25,000, for manufacturing various classes of mine car wheels, wood and sheet-metal mine cars, other mining equipment, and a patented loose pulley.

The buildings will include a saw-tooth



HEINE SUPERHEATER.—METHOD OF INSTALLATION.

monly experienced is done away with entirely.

This new eccentric is interchangeable with the eccentrics formerly used on the Scientific double shakers, hull-beating separators and seed cleaners.

All the Foos Manufacturing Co.'s Scientific machines sold during 1908 are fitted with the new eccentric.

The Heine Superheater.

Two accompanying illustrations will attract the attention of people interested in superheaters. They are views of the Heine superheater, manufactured by the Heine Safety Boiler Co. of St. Louis, Mo.

The Heine superheater consists essentially of a header box of the same type of construction as the well-known Heine boiler water leg, into one side of which are inserted U tubes, made of 1½-inch seamless, drawn, mild steel tubing, expanded into holes provided for them. Opposite the tubes in the other sheet of the header box are a series of hand holes closed by inside plates, which give access to the interior of the whole apparatus.

The header box is made entirely of flange steel plate, and is so designed that it is entirely machine made. The hollow staybolts, which hold the two sheets of the box parallel, are of the same size and material as those used in the construction of the boiler proper, and, as in the case of the boiler, provide means for introducing the soot blower in order to keep the exterior surfaces of the superheater tubes clean.

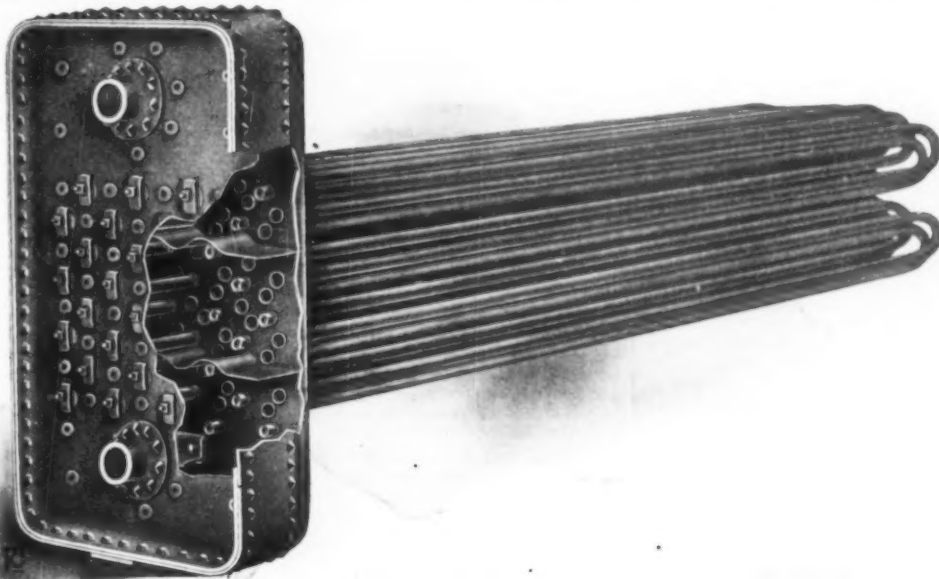
The interior of this box is divided into three compartments by means of light sheet-iron diaphragms, which, being nicely fitted, are sufficiently steam tight to cause the steam to pass through the tubes.

The superheater is located at the side of the shell of the boiler toward the front and just above the last passage of the boiler gases, being supported by special castings, which rest upon the boiler tile bar and brick setting. Depending on the capacity and degree of superheat desired, the device may be single and placed only on one side, or in two parts properly con-

necting together, one on each side of the boiler and above the water line. When closed, the circulation is stopped, and as soon as the heat from the gases in the superheater is absorbed only saturated steam will be delivered.

By opening the damper various degrees the flow of gases can be regulated so as to give any desired degree of superheat up to the capacity of the apparatus. Since the hot gases do not come into contact with

It should be borne in mind that the superheating of steam can be done only at the expense of fuel burned, and for that purpose it makes no difference where the superheater is located. If placed in the path of all the gases which pass through the boiler it is difficult, indeed impossible, to design the apparatus so that it can be properly inspected and taken care of, whereas when placed as in our method it is accessible and can always be inspected



HEINE SUPERHEATER.—DETAILS OF CONSTRUCTION.

the damper until after passing through the superheater, there is no danger of overheating it.

The usual steam outlet from the boiler proper is connected into the lower opening of the superheater box, the steam passing into the tubes of the lower compartment, thence through these tubes out into the middle compartment, whence they go into the second set of tubes connected with this space, and through them issuing finally into the third or top compartment,

and cleaned, no more heat being required than if located in any other way.

It will be quite apparent that the advantage, due to our method of construction and location, which permit thorough cleaning to be easily and expeditiously done, conduce to the economical use of the heat supplied to raise the temperature of the steam to the desired point.

The superheater proper is built complete and tested at the shop, so that it is ready for erection and use on arrival.

frame foundry 98x128 feet, a car shop 40x80 feet and various other small structures. Contracts have been awarded for all the mechanical equipment needed except woodworking machinery and sheet-metal tools. Contracts for the buildings have been awarded and construction has begun. All buildings and equipping is in charge of Howard Atkinson of the company. The stockholders of the Atkinson Foundry & Car Shops are principally coal operators of West Virginia.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

BRIDGES, CULVERTS, VIADUCTS

Atlanta, Ga.—Contract will be awarded August 20 for construction of reinforced concrete viaduct on Ponce de Leon avenue, Druid Hills, Atlanta; 126 feet long, 61 feet wide and 30 feet above surface of ground at highest point. Address D. Lee Wardroper, civil engineer, 810 Candler Building, Atlanta. (See "Machinery Wanted.")

Brookhaven, Miss.—Lincoln Board of Supervisors awarded contract to Ottumwa (Iowa) Bridge Co. at \$4300 for additional span to steel bridge across Homochitto river.

Knoxville, Tenn.—Special Viaduct Committee has engaged Edwin Thacher of Concrete Steel Engineering Co., New York, and W. H. Burk of Knoxville to prepare plans for proposed reinforced concrete bridge or viaduct to be built at Asylum avenue.

Louisville, Ky.—Queen & Crescent Route, H. E. Warrington, chief engineer, Cincinnati, Ohio, will, it is reported, rebuild High bridge over Kentucky river; one span to be 80 feet long; cost about \$1,000,000.

Milledgeville, Ga.—Baldwin County Commissioners are considering construction of bridge across lowland at Oconee river bridge.

Rome, Ga.—Floyd county will construct steel highway bridge across Etowah river; width of stream about 300 feet; approaches to be about 54x126 feet; bridge to be double-tracked and to have either stone or steel pillars or combination of steel and concrete, and steel or wood stringers and rails; capacity to be about 100 pounds to square foot of floor surface; plans and specifications by Champion Bridge Co., Wilmington, Ohio; J. R. Cantrell, chairman Board of Commissioners of Roads and Revenues. (See "Machinery Wanted.")

Spartanburg, S. C.—Spartanburg county will construct three steel bridges; contract will be awarded August 22; W. Frank West, Supervisor; S. M. Bagwell, clerk to Board. (See "Machinery Wanted.")

Speedwell, Va.—Contract will be let September 7 for construction of iron bridge and abutments. For information address A. L. Porter, Rural Retreat, Va. (See "Machinery Wanted.")

Towson, Md.—Baltimore county is replacing by its own forces all bridges recently mentioned as destroyed by storm; concrete and other materials are being used; bridges destroyed were wooden structures; Henry G. Shirley, Roads Engineer.

Washington, D. C.—Contract will be let August 22 for constructing concrete culverts aggregating 201 linear feet; Henry B. F. Macfarland, Henry L. West and Jay J. Morrow, Commissioners District of Columbia. (See "Machinery Wanted.")

Wilmington, N. C.—New Hanover county will soon vote on issuance of \$50,000 bonds to build iron bridge over Northeast river at Castle Haynes, connecting New Hanover and Pender counties, and for road improvements. Address County Commissioners.

CANNING AND PACKING PLANTS

Amarillo, Texas.—J. H. Avery proposes organization of company with capital stock of \$150,000 to establish meat packery.

Augusta, Ga.—Augusta Canning Co. incorporated with capital stock of \$25,000 by Frank Rouse and H. Gould Barrett of Augusta; A. W. Reynolds of Aiken, S. C., and others. (See "Machinery Wanted.")

Fort Worth, Texas.—Case Packing Co. incorporated with capital stock of \$20,000 by H. B. Cervny, F. D. Hill and W. E. Case.

Mt. Pleasant, Texas.—J. V. Moore proposes formation of \$10,000 stock company to establish cannery.

CLAYWORKING PLANTS

Caldwell, Texas.—D. A. Cypher, Austin, Texas, will establish plant for manufacturing curbing and sewer piping, and later concrete blocks for building purposes.

Rome, Ga.—Crucial Fire-Brick Co. will increase capital stock from \$50,000 to \$100,000.

COAL MINES AND COKE OVENS

Birmingham, Ala.—First Avenue Coal & Lumber Co. incorporated with capital stock of \$10,000; J. T. Rhodes, president and manager; W. W. Hale, secretary; T. R. Gockle, treasurer.

Christiansburg, Va.—William Beauchamp has purchased coal land on Price mountain and organized Beauchamp Coal Co. to undertake development; capacity of mines about 100 tons daily; cost of plant about \$5000; machinery and supplies for the present are contracted for; no coke ovens will be built. Mr. Beauchamp is manager in charge.

Hurricane, W. Va.—Hurricane Branch Coal Co. incorporated with \$25,000 capital stock by W. T. Hufford, Nannie R. Hufford, both of War, W. Va.; E. C. Marshall, Welch, W. Va., and others.

Little Rock, Ark.—Cherry Coal Co. incorporated with \$50,000 capital stock by L. W. and C. W. Cherry and H. C. Daniels.

Clarksburg, W. Va.—Parkersburg Coal Co. of Parkersburg, W. Va., has, it is reported, purchased and will develop 2000 acres of coal land near Clarksburg.

Gilmore, Md.—Andrew Spier, Lonaconing, Md., and Hugh Spier, Frostburg, Md., have purchased for development 100 acres of coal land near Gilmore.

Lexington, Ky.—Superior Coal & Coke Co. incorporated with \$5000 capital stock by W. C. Tucker and J. S. Asbury, both of Halsey, Ky.; G. W. Stephens, Chattanooga, Tenn.

Louisville, Ky.—Drabelle-Yager Coal Co., recently reported incorporated with \$20,000 capital stock by Jno. P. Davis and others, does not contemplate operating coal mines in near future.

Madison, W. Va.—Fork Ridge Coal Co. incorporated with \$25,000 capital stock by C. A. Croft of Madison; S. M. Croft, Huntington, W. Va.; James A. Wetherall, W. W. Van Winkle, both of Parkersburg, W. Va., and others.

Madisonville, Ky.—G. R. Lynn of Madisonville and W. D. Coll, Nebo, Ky., have purchased Royal coal mines and will incorporate Sunset Coal Co. to continue development.

McDowell County, W. Va.—Reed Coal & Land Co., J. P. Hazelton, vice-president and general manager, Columbus Savings and Trust Building, Columbus, Ohio, is a holding company, and will not operate coal mines in McDowell county, lately reported. No machinery will be required.

Paris, Ark.—Standard Coal Co. incorporated with capital stock of \$100,000; W. H.

Foster, president; Chas. W. Wahl, Ed. Sullivan, Henry Rotert and M. A. Tarrance, directors.

Penrod, Ky.—Green River Coal & Coke Co. has purchased and will develop coal lands in Muhlenburg county; company incorporated with \$1,500,000 authorized capital, and C. H. Shattuck is president, J. H. Grogg treasurer and general manager, and S. D. Brady chief engineer; principal offices, 205 4th street, Parkersburg W. Va.

CONCRETE AND CEMENT PLANTS

Caldwell, Texas.—D. A. Cypher, Austin, Texas, contemplates manufacturing concrete blocks for building purposes. (See "Clayworking Plants.")

COTTON COMPRESSES AND GINS

Cleveland, N. C.—Pearl Ginning Co. incorporated with capital stock of \$25,000 by J. W. Irvin, C. G. Poston and J. H. Metcalf.

Griffin, Ga.—Hampton Fertilizer Co. of Hampton, Ga., has purchased, will improve and operate Griffin Oil Mills; will increase capital stock from \$100,000 to \$200,000.

Hawkinsville, Ga.—Lathrop Cotton Oil Co. awarded contract to J. L. Huggins to erect buildings for duplicating present cotton gin.

Hollis, Okla.—Hall Gin Co. incorporated with capital stock of \$5000 by Sam C. Hall of Hollis; Geo. B. Davis of Eldorado, Okla., and L. L. Laws of Chickasha, Okla.

Mexia, Texas.—Walter Jackson, noted in May to establish cotton gin, has erected building at cost of \$3000; Sam Smith, architect; daily capacity of plant, 50 bales; cost of machinery, \$3000.

San Angelo, Texas.—George Hagelstein will build two cotton gins.

Walhalla, S. C.—C. W. Pitchford, D. H. Rowland, Wm. J. Strebling and S. K. Dendy will build cotton gin; three gins, press, boiler, engine, etc., to cost \$2500; will erect fireproof iron building 20x32 feet, costing \$1000; daily capacity of plant, 40 bales; all machinery and materials purchased.

COTTONSEED-OIL MILLS

Charlotte, N. C.—Swift & Co. (main office, Chicago, Ill.) will build addition four stories high, 40x30 feet, and install three presses for manufacturing salad oil; two more presses to be added in future; new building to contain four cold-storage vaults, each of 30,000 pounds capacity; firm contemplates soap and fertilizer manufacturing later. A. R. Seaman is manager at Charlotte.

El Dorado, Ark.—El Dorado Oil Mill & Fertilizer Co. incorporated with capital stock of \$32,000 by R. W. Henderson, M. C. Stockbridge, B. S. Braswell and others.

ELECTRIC-LIGHT AND POWER PLANTS

Albertville, Ala.—Sand Mountain Electric Co. contemplates installation of plant and three and one-half miles of transmission wire for lighting town of 3000 population. (See "Machinery Wanted.")

Asheville, N. C.—Weaverville Electric Co., reported incorporated in July with \$100,000 capital stock, has no connection with North Carolina Electrical Power Co., as had been reported. W. T. Weaver is president of North Carolina Electrical Power Co.

Athens, Ga.—Athens Electric Railway Co. will install machinery for generating 1000 horse-power in addition to 3000 horse-power now in service.

Basic City, Va.—Charles A. Van Lear (and not W. H. Page, as lately stated) is Mayor of Basic City and can be addressed in reference to contemplated electric-light and power plant.

Batesville, Ark.—J. I. Woodfill and A. A. Webber propose to organize White River Power Co. to develop water-power at lock and dam No. 1, about one mile from Batesville; expect to secure minimum of 5000 horse-power and maximum of 10,000 horse-power; electricity will be generated to supply Batesville and adjacent towns; 99-year lease for right of way has been obtained.

Beaufort, N. C.—Beaufort Hotel Co., incorporated with \$125,000 capital stock by C. L. Abernethy and others, contemplates building electric plant and furnishing Beaufort with electric power. (See "Hotels.")

Chester, S. C.—Southern Power Co., Char-

lotte, N. C., has taken over Chester electric-light plant and will furnish light and power; franchise has been secured to supply 75 street arc lights, do pumping at water-works plant and build gas works. It is planned to construct trunk tower line from Great Falls, 21 miles from Chester.

Elba, Ala.—City has voted \$15,000 of electric-light bonds. Address W. J. Bowden, Mayor, or J. L. Young, City Clerk.

Forrest City, Ark.—City has voted to issue \$30,000 of bonds to consolidate and improve municipal light and water plants. Address The Mayor.

Gadsden, Ala.—Etowah Light & Power Co., Attalla, Ala., has petitioned City Council for franchise to furnish Gadsden with electricity for commercial purposes.

Gadsden, Ala.—Coosa River Electric Power Co., Roswell H. Cobb, president, has engineers at work on plans for proposed water-power-electric plant, and details will be announced later; contemplates building dam at Lock No. 2 to develop 25,000 to 30,000 horse-power for transmission by electricity. Company's plans were mentioned in July, and it was stated that Coosa river is now being surveyed under direction of War Department. Congress will be asked for certain privileges in connection with this plant.

LaGrange, Ga.—City will double capacity of electric-light plant; contracts for machinery aggregating \$12,500 have been awarded.

Lexington, Ky.—Lexington & Interurban Railways Co., J. Levering Jones, president, will expend between \$450,000 and \$500,000 in construction of electric power-house; General Electric Co., Schenectady, N. Y., will furnish the machinery. (Recently mentioned.)

Little Rock, Ark.—Little Rock Railway & Electric Co., D. A. Hegarty, general manager, 115 West 4th street, is expending about \$130,000 in proposed improvements at power-house, including about \$80,000 for 1500-kilowatt turbine purchased from General Electric Co., Schenectady, N. Y., foundation for which is being erected by this company, under direction of Ford, Bacon & Davis, engineers, 24 Broad street, New York; enlargement of water-purifying plant and erection of coal-storage plant; from \$25,000 to \$100,000 is reported to be expended for additional improvements. (Previously mentioned.)

Mammoth Cave, Ky.—Mammoth Cave Estate, Albert Covington Janin, trustee, Silver Spring, Md., has completed installation of electric and acetylene lighting facilities mentioned last week.

Maryville, Tenn.—Rockford Electric Co., James L. Clark, manager, will construct concrete dam at power-house on Little river.

Mayfield, Ky.—Mayfield Water & Light Co., recently noted to rebuild burned electric-light, power and water plants, will erect building 88x100 feet; reinforced concrete; fireproof; cost \$10,000; machinery has been purchased, including electric generator and water pumps, costing about \$60,000; electric plant will have capacity of 1000 kilowatts and water plant of 2,000,000 gallons; contract for concrete work and house awarded to Weidenfeller Construction Co., Chicago, Ill.

Poplarville, Miss.—City has voted \$10,000 of additional light and water bonds; J. W. Ford, Mayor. (City noted in May as having voted \$10,000 of bonds to extend water and light plants, work to be in charge of H. W. Thomas, engineer.)

Port Arthur, Texas.—Port Arthur Water Co. will install 500-horse-power engine and generator at electric-light and power plant.

Raleigh, N. C.—Raleigh Electric Co. of Raleigh, Central Power Co. of Buckhorn Falls and Consumers' Light & Power Co. of Sanford, N. C., have announced formal merger, the new company being the Carolina Power & Light Co. This company controls street-railway and lighting systems of Raleigh and power systems of Raleigh, Fayetteville and Sanford. Officers: President, Charles E. Johnson of Raleigh; treasurer, H. H. Dalton of New York; general manager, H. H. Carr of Raleigh; purchasing agent, James McKee, Jr., of Raleigh. A Manufacturers' Record correspondent says survey has been completed for power lines between Raleigh and Buckhorn Falls, about 26 miles, and that 6250 horse-power can be developed for transmission to Raleigh and Fayetteville, etc.

Roanoke, Va.—Roanoke Railway & Electric Co. (which previously purchased James River Water Power Co. and property at Little Tunnell, on James river, near Buchanan)

has purchased capital stock and bonds of Roanoke Water Power Co. It is understood that financial arrangements have been completed for immediate needs and improvements required by future demands for electricity in Roanoke territory. J. A. Hancock is general manager of Roanoke Railway & Electric Co. Roanoke Traction & Light Co., reported incorporated last week (\$2,000,000 capital stock and \$3,000,000 bonds), will be a holding company owning Roanoke Water Power Co., James River Water Power Co., Roanoke Heat, Light & Power Co., and will control Roanoke Railway & Electric Co., which will continue to be operating company.

Stillwell, Okla.—Stillwell Public Service Co. has secured franchise to install electric-light plant and water-works; Burns & Co., 705 Isabella Building, Chicago, Ill., have general contract and will supervise work, purchase all material and let subcontracts; equipment includes electrically-operated pumping machinery. (See "Machinery Wanted.")

Tarboro, N. C.—Town Commissioners have authorized J. A. Weddell to purchase duplicate machinery for electric-power plant.

FOUNDRY AND MACHINE PLANTS

Atlanta, Ga.—Structural Steel.—Atlanta Structural Steel Co. incorporated with capital stock of \$500 by E. A. Werner and E. C. Davies.

Bluefield, W. Va.—Stoves.—Central City Stove Co. of Newark, Ohio, contemplates establishing plant at Bluefield.

Columbus, Ga.—Power-transmission Device. Holmes-Storey Universal Power Transmission Specialties Co. incorporated with capital stock of \$100,000 by A. W. Holmes, F. G. Storey, M. L. Storey and W. B. Storey.

El Paso, Texas.—Foundry, etc.—El Paso Foundry & Machinery Co. has awarded contract to Allis-Chalmers Company of Milwaukee, Wis., for Corliss engine unit and full complement of electrical generators, exciters, transformers, etc.

Sanford, Fla.—Sanford Machine and Foundry Works will be established with capital of \$10,000.

Savannah, Ga.—Iron Works.—Kehoe Iron Works incorporated with capital stock of \$100,000 by Wm. W. J. and James J. Kehoe.

St. Albans, W. Va.—Atkinson Foundry and Car Shops organized with capital stock of \$25,000 to establish plant mentioned in July; will construct saw-tooth frame foundry building 98x128 feet, car shop 40x80 feet and several other structures; will install machinery for manufacturing mine car wheels, wood and sheet-metal mine cars, other mine equipment and a patented loose pulley. Company has ordered all equipment except machinery to work wood and tools to work sheet metal for cars; contract awarded and construction of buildings has begun; Howard Atkinson of the company in charge of building and equipment.

St. Louis, Mo.—Cotton-picking Machines.—The Vacuum Cotton-Picking Machine Co., 449 Olive street, is considering construction of plant to manufacture the vacuum cotton-picking machine invented by its president, John S. Thurman.

St. Louis, Mo.—Boilers, etc.—Heine Safety Boiler Co., 421 Olive street, will proceed with the construction of its new plant (mentioned some weeks ago) to replace present plant; site of 6½ acres with frontage of 770 feet on terminal railway; main building to be 140x400 feet; flange shop, 60x180 feet; powerhouse, 75x50 feet; all structures of steel with brick walls and cinder concrete roof; equipment of machinery to be driven by electric motors; Lichter & Jens, Chemical Building, St. Louis, are engineers in charge. Plans are being prepared, and bids on steel work will be received in a few days. Specifications will be issued and contracts let from time to time as needed. About \$250,000 to be expended for construction and equipment.

GAS AND OIL DEVELOPMENTS

Bay City, Texas.—Eureka Oil Co. incorporated with capital stock of \$15,000 by J. W. Conger, Wm. Cash, K. L. Walters and W. L. Dudley.

Bay City, Texas.—Gulf Coast Oil Co. organized by T. J. Poole, J. P. Keller, George Austin and others.

Houston, Texas.—Chenango Oil Co. incorporated with capital stock of \$15,000 by W. C. Townsey, A. L. McKercher and C. M. Wilkinson.

Madison, W. Va.—Fork Ridge Coal Co., incorporated by C. A. Croft of Madison and others, proposes to develop oil and gas lands. (See "Coal Mines and Coke Ovens.")

Saratoga, Texas.—Gaines Oil Co. incorporated with capital stock of \$5000 by F. J. Miller, W. D. Calkins and W. B. Macemmer.

Tulsa, Okla.—Delta Oil Co. incorporated with capital stock of \$10,000 by B. B. Calk, E. D. Smith and Henry Roeser.

Tulsa, Okla.—Solon Oil Co. incorporated with capital stock of \$10,000 by R. W. Kellogg, A. F. Robertson and F. M. Rodolf.

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ICE AND COLD-STORAGE PLANTS

Beaufort, N. C.—Beaufort Hotel, incorporated by C. L. Abernethy and others, includes in charter privileges operation of ice factory. (See "Hotels.")

Fort Smith, Ark.—Hugo Koehler is reported as to build cold-storage plant.

Junction City, Ark.—Citizens' Ice & Bottling Co. incorporated with capital stock of \$30,000 by J. A. Hearin, J. M. Brown, J. M. McDonald, A. H. Proctor and J. D. Proctor.

Ozark, Ark.—C. E. Moser, J. W. Busing and G. N. Nation of Clarksville, Ark., propose organization of \$12,000 company to build ice plant at Ozark.

Savannah, Ga.—The Ice Delivery Co. incorporated with capital stock of \$20,000 by Louis P. Hart, Thos. B. Cavanaugh, H. N. Walker and others.

Valdosta, Ga.—Consolidated Ice & Fuel Co., reported incorporated last week with \$25,000 capital, will establish 50-ton ice plant; will erect frame or iron building 120x180 feet, costing \$4000, and install machinery costing \$30,000. Contract has been awarded for machinery. S. O. Lokey of Atlanta, Ga., is engineer in charge. W. T. Elder of Valdosta will be company's president.

LUMBER-MANUFACTURING PLANTS

Bon Secour, Ala.—Strong Mill Co., recently reported incorporated with \$5000 capital stock, will establish plant with daily capacity of 15,000 feet; will erect sawmill and lumber sheds; C. A. Swift, president; E. W. Strong, vice-president and general manager; G. R. Swift, secretary-treasurer.

Cleburne, Texas.—Ford-Osborn Lumber & Mills Co. will rebuild in fall plant recently reported burned; not decided as to details of new mills; address Sam R. Weems, engineer in charge, 52 Bellview street, Dallas, Texas.

Columbia, Mo.—Boone County Lumber Co. incorporated with capital stock of \$12,000 by L. D. Bass, J. N. Fellows and others.

Doucette, Texas.—Thompson Bros. Lumber Co. will rebuild mill recently reported burned.

Doucette, Texas.—Tucker-Thompson Lumber Co. will rebuild plant recently reported burned; will install double hand-saw mill by January.

Fort Worth, Texas.—Boynton-Tims Lumber Co. incorporated with capital stock of \$30,000 by A. C. Boynton, Bowden Tims and others.

Houston, Texas.—Eagle Lumber Co. incorporated with capital stock of \$15,000 by W. J. Armstrong, G. G. Robb and others.

Jackson, Miss.—Merrill Timber Co. incorporated with capital stock of \$150,000 by G. B. Merrill, O. P. Nicola and others.

Jackson, Tenn.—T. Harbin & Co. of Trenton, Tenn., will build proposed plant at Jackson; size and character of buildings not decided, but will expend about \$10,000 for buildings and \$20,000 for machinery; daily capacity contemplated 20,000 feet of lumber and 25,000 staves.

Jacksonville, Fla.—Consolidated Lumber Co. incorporated with capital stock of \$25,000; C. J. McGhee, president; E. S. Rawls, vice-president, and C. B. Stillwell, secretary-treasurer.

Lake Charles, La.—Great Central Lumber Co. incorporated with capital stock of \$100,000; D. R. Swift, president; C. A. McCoy, vice-president; Wm. Allen, secretary; L. H. Moss, treasurer.

Meridian, Miss.—Hart Lumber Co. incorporated with capital stock of \$5000 by L. B. Hart, E. E. Meyers and others.

Montgomery, Ala.—N. & B. Lumber Co. incorporated with capital stock of \$20,000 by T. B. Betty, W. A. Neal, D. W. Vaughan and others.

Muskogee, Okla.—J. H. Butts Lumber Co. incorporated with capital stock of \$18,000 by J. H. Butts, W. R. Holmes and W. F. Best.

Nashville, Tenn.—Dixie Lumber Co. is name of company reported lately as to be organized by J. G. Cunningham and others; will build lumber shed 80x600 feet, planing mill and general factory, drykilns, etc.; buildings of mill construction, to cost about

\$8000; will install boiler and engine, planer and matchers, resaw, rip saw, sizing machine, turning lathes, etc., to cost about \$15,000; J. G. Cunningham, president; S. H. Cunningham, Jr., vice-president; John L. Ward, secretary-treasurer; offices at 1104 Stahman Building. (See "Machinery Wanted.")

Palmetto, La.—Chas. E. Gill of Wausau, Wis.; H. B. Wrenn of Collierville, Tenn., and associates have purchased and will develop timber lands in St. Landry parish, as reported recently. For information address Mr. Gill.

Seneca, S. C.—H. Eugene Fant & Son, R. F. D. No. 3, organized to operate sawmill, etc. Sweet Springs, Mo.—Smith & Bro. Lumber Co. incorporated with capital stock of \$20,000 by Chas. K. Smith and associates.

Trinity, Texas.—J. M. Thompson Lumber Co. increased capital stock from \$500,000 to \$1,000,000.

MINING

Ardmore, Okla.—Arbuckle Development Co. organized, with Wm. F. Beard president, to develop mineral lands.

Brookhaven, Miss.—Brookhaven Sand & Gravel Co. incorporated with \$50,000 capital stock by Thomas Worthington, C. I. Wilson and Harry C. Mills to develop gravel deposits.

Chattanooga, Tenn.—Ochre and Paint Deposits.—W. P. Jenkins, manager Chattanooga Shoe Co., 803 Market street, has discovered yellow ochre and paint mineral deposits, and is considering plans for development.

Cold Point, N. C.—Granite.—Walter S. Monteth of Columbia, S. C., will develop granite beds near Cold Point.

Columbia, S. C.—Silica.—Columbia Silica Co. to be organized by W. S. Monteth and E. H. Hornsby.

Independence, W. Va.—Irrington Mineral Co. incorporated with capital stock of \$25,000 by J. M. Senseman, E. L. Davidson and C. N. Dotson of Parkersburg, W. Va., and James H. Irving of Clarksburg, W. Va.

Joplin, Mo.—Lead and Zinc.—W. H. and O. H. Picher, E. O. Bartlett and B. W. Lyon will develop Rex lead and zinc lands near Joplin.

Kansas City, Mo.—Grand Central Mining & Milling Co. incorporated by Edwin H. Hall, Harvey Silver and Alex. Findlay.

Lakeland, Fla.—Phosphate.—Coronet Phosphate Co., lately noted (under Plant City) as having awarded contract for erection of plant, will build fireproof mill building and power plant; machinery has been ordered, but tanks, tower, piping and rails are to be purchased. C. G. Memminger is manager at Lakeland. Company has New York office at 99 John street. (See "Machinery Wanted.")

Lexington, N. C.—Lead, etc.—W. F. Seelye, Spokane, Wash., has, it is reported, purchased and will develop 80 acres of land containing lead, zinc and other minerals.

Meherrin, Va.—Kaolin.—R. L. Perkinson will, it is reported, develop kaolin deposits.

Morganton, N. C.—Kaolin.—Alvin C. Bird-sall contemplates development of kaolin deposits.

New Market, Tenn.—Zinc.—New Market Zinc Co. increased capital stock from \$50,000 to \$100,000.

Salisbury, N. C.—Granite.—Balfour Pink Granite Co. (recently reported incorporated with \$60,000 capital) has acquired Balfour Quarry Co. properties; they will be operated by W. A. Esson, lessee; product, crushed stone, paving blocks, curb, white and pink granite for buildings and monuments; company has large cutting plant.

Spotsylvania, Va.—Sulphur, etc.—John M. Holladay will, it is reported, develop sulphur and pyrites deposits.

MISCELLANEOUS CONSTRUCTION WORK

Alexandria, La.—Levee Construction.—Red River, Atchafalaya and Bayou Boeuf Levee Board will award contract August 25 for raising and enlarging levees in Avoyelles parish from Egg Bend to Choctaw bayou, and from Choctaw bayou to Moncia, work comprising about 275,000 cubic yards; will enlarge Alexandria levee from Bayou Rapides dyke to lowest limits of city at estimated cost of \$50,000, bids for which will be opened later; will also enlarge levees along Atchafalaya river in St. Landry parish.

Arkansas City, Ark.—Canal Construction.—G. A. McWilliams, Walnut, Ill., has contract for dredging Boggy bayou ditch at 9½ cents per yard. This is revival of Boggy bayou drainage system, contract for which was reported awarded to Mr. McWilliams last August. Drain will reclaim about 135,000 acres

of land in Desha county and furnish outlet for sewer system which it is planned to construct in Arkansas City; will be nine miles long, have 36-foot base, 56-foot top, and average depth of 10 feet; estimated cost \$55,000; district will be known as Drainage District No. 1 of Desha county; contract for lateral three miles long will be awarded at once; Vernon McAmmon, commissioner; W. E. Meeks, clerk.

Charleston, S. C.—Torpedo-boat Station.—Penn Bridge Co., Beaver Falls, Pa., (and not Pennsylvania Bridge Co., Washington, D. C.) has contract to construct torpedo-boat slips at Charleston Navy-yard, recently reported; J. T. McMahon, Board of Trade Building, Norfolk, Va., is engineer in charge.

Greenville, Miss.—Levee Construction.—Board of Mississippi Levee Commissioners will award contract September 7 for construction of about 1,250,000 cubic yards of embankment of Mississippi Levee District; C. H. West, chief engineer. (Recently mentioned. See "Machinery Wanted.")

Gueydan, La.—Canal.—Bids will be received at U. S. Engineer's office, Custom-house, New Orleans, La., until September 8 for construction of intercostal canal in Louisiana; about 9½ miles long; 70 feet wide at top, five feet deep at mean low-water level; double width for 1000 feet every mile apart; H. L. Gueydan, chairman of Louisiana Executive Committee of Interstate Inland Waterway League.

Key West, Fla.—Marine Railway.—H. I. Crandall & Son Company, 102 Border street, Boston, Mass., submitted bids at \$25,100 and \$18,500 for construction of marine railway at naval station.

Mobile, Ala.—Birmingham & Gulf Railway & Navigation Co. will, it is reported, construct docks and export cotton shed at Mobile. T. H. Moore, Montgomery, Ala., is superintendent of Tide-water Development Co., the parent company. (Company recently reported to develop its system of river navigation and to improve landing stages along its river routes, as well as terminal wharves at Mobile. (See "Warehouses.")

New Orleans, La.—Levee Construction.—Contract will be awarded August 20 for construction of two levees and revetments in Third district and two levees in Fourth district; length of former about 650 and 1000 feet, respectively, and of latter 1700 feet and 2100 feet, respectively; Jules C. Koenig, president, and Peter E. Muntz, secretary, Board of Commissioners, New Orleans Levee District, Room No. 15 Masonic Temple. (See "Machinery Wanted.")

Ocean City, Md.—Inlet.—Sinepuxent Salt Water Inlet Co. awarded contract to L. W. Gunby Company, Salisbury, Md., for 1-12 suction mud blower, to cost \$2800, for excavating salt-water inlet to connect Atlantic ocean with Sinepuxent bay. (Previously mentioned.)

Tallulah, La.—Levee Construction.—Contracts will be awarded August 20 for enlarging Wilson's Point Levee, approximate quantities, 50,000 cubic yards; Cottonwood Levee, contents 23,000 cubic yards; Point Lookout Levee, contents about 115,000 cubic yards, etc.; J. T. McClellan, president, and N. H. Lewis, secretary Board of Commissioners, Fifth Louisiana Levee District, Tallulah.

Waco, Texas.—Levee Construction.—City has voted \$10,000 of bonds to enlarge and repair levee in East Waco. Address The Mayor.

MISCELLANEOUS ENTERPRISES

Augusta, Ga.—Abattoir.—Augusta Abattoir Co., recently reported incorporated, etc., has elected W. P. White president, M. R. Hays vice-president and C. J. Crawford secretary-treasurer; contract awarded recently for erection of plant; will have cement floors, 20-horse-power Corliss engine, etc.; also probably refrigerating plant; capital stock is \$25,000.

Baltimore, Md.—Land Improvement.—Baltimore & Carroll Realty Co. incorporated with \$40,000 capital stock by Richard W. Price of Price & Heald, Knickerbocker Building, and others.

Birmingham, Ala.—Land Improvement.—Shades Mountain Realty Co. incorporated with capital stock of \$10,000; W. B. Fowlkes, president; T. B. Perry, treasurer.

Bristol, Va.—Tenn.—Publishing.—News Publishing Co. has purchased Bristol News, now under management of A. C. Smith & Son; will install new plant.

Brooksville, Miss.—City Hardware & Furniture Co. incorporated with capital stock of \$7500 by J. C. Peterson, D. McLeod and others.

Columbus, Ga.—Printing Plant.—G. W. Dalton, care of Hotel Racine, will establish printing plant.

Fayetteville, Ark.—Steam Laundry.—Citizens' Laundry Co., recently reported incorporated with \$5000 capital stock, will erect building; frame; 58x110 feet; ordinary construction; cost \$2300; machinery will be installed at cost of \$3500. W. B. Collins is president.

Fort Smith, Ark.—Coffee Mills.—Fort Smith Coffee Co. incorporated with \$50,000 capital stock; John Witherspoon, president; T. C. Davis, vice-president; R. S. Robinson, secretary.

Gainesville, Texas.—Printing Plant.—Register Printing Co. incorporated with capital stock of \$15,000 by J. M. Lindsay, D. T. Lacy, R. R. Bell and others.

Houma, La.—Barge Line.—Daigle Barge Line Co. incorporated with capital stock of \$16,000; Wm. Wright, Jr., president; Jean L. Caillouet, vice-president, and Reuben Chauvin, secretary.

Houston, Texas.—Dyes.—Palace Dye Works incorporated with capital stock of \$5000 by J. A. Berk, W. H. Stowers and L. E. Miller.

Kenbridge, Va.—Land Development.—Kenbridge Development Co. organized to take over Kennedy-Walker Land & Improvement Co.; W. F. Kennedy, president; D. L. Kennedy, secretary-treasurer.

Lynchburg, Va.—Hardware.—Adkins-Snead Hardware Co. incorporated with capital stock of \$50,000; James Adkins, president; John P. Adkins, vice-president; W. C. Snead, secretary-treasurer.

Matagorda, Texas.—Construction Company. Matagorda Construction Co. incorporated with capital stock of \$10,000 by F. W. Johnston, F. R. Damon and W. R. Lewis.

Memphis, Tenn.—Amusement Resort.—Louis Fritz has leased 80 acres of land at Lake View in addition to property now controlled and will establish amusement resort; improvements will include gravel beach half mile in extent; buildings for bathing and place for open-beach bathing; boats and bathhouses; floating dock for boats and gasoline launches; 50-acre park; laying of gravel walks and other improvements; \$50,000 hotel, etc.; about \$25,000 will be expended at once. (Mr. Fritz recently mentioned to establish summer resort at Horn Lake.)

Mobile, Ala.—Decorating.—R. L. Maxwell Decorating Co. incorporated with capital stock of \$5000 by R. L. Maxwell, W. A. Cuthbert and Elizabeth Cuthbert.

Montevallo, Ala.—Laundry.—Girls' Industrial School has had plans prepared by Warren & Welton, Title Guarantee Building, Birmingham, Ala., for laundry building; one story; brick; estimated cost \$10,000; bids to be opened August 14. (Recently noted under "Schools.")

Nashville, Tenn.—Grain Elevator, etc.—Kendrick-Roan Grain & Elevator Co. has had plans prepared by and awarded contract to Burrells Engineering & Construction Co., Chicago, Ill., for erection of sacking plant; will build elevator 36x42 feet and warehouse 42x60 feet; mill construction; wood elevators; equipment includes clipper and cleaner and dust collector; estimated cost of completed building, \$22,000. (Company recently mentioned as having changed name from Kendrick-Roan Grain Co. and increased capital stock from \$20,000 to \$75,000.)

Nashville, Tenn.—Grain Elevator.—Kendrick-Roan Grain & Elevator Co. has awarded contract to Burrell Engineering & Construction Co. of Chicago, Ill., for erection of 75,000-bushel grain elevator and warehouse; cost about \$25,000.

Staunton, Va.—Electrical Supplies, etc.—Shenandoah Electric Co. incorporated with capital stock of \$10,000 to deal in electric supplies and contract for wiring, installing plants and similar work; P. H. Trout, president; Edward Woodward, secretary and treasurer.

Shawnee, Okla.—Hardware.—Warren Smith Hardware Co. incorporated with capital stock of \$20,000 by K. H. Warren, H. A. P. Smith and F. S. Reed.

St. Louis, Mo.—Printing Plant.—The Trade Press Co. incorporated with capital stock of \$50,000 by Frank M. Chofel, Lon Stephens and F. H. Littlefield.

Texas.—Construction Company.—Southwestern Development & Construction Co. incorporated with capital stock of \$100,000 by Frederick W. Longfellow, 60 Wall street, New York; Geo. E. Waesche, 56 North Clinton street, East Orange, N. J.; Wm. H. Nash, 286 A Old Bergen road, Jersey City, N. J., and others.

MISCELLANEOUS MANUFACTURING PLANTS

Atlanta, Ga.—Mattresses.—Metzger Mattress Co. will re-establish factory recently damaged by fire. (See "Machinery Wanted.")

Baltimore, Md.—Stone.—National Hydraulic Stone Co., Daniel A. Leonard, president, 26 Builders' Exchange Building, is planning to establish plant at Walbrook (suburb) for manufacturing building stone.

Baltimore, Md.—Overall Factory.—Standard Overall Co., 143 West Pratt street, will erect overall factory at Pratt and Penn streets, as recently stated; building will be five stories, 39x130 feet; 490 square feet of floor space to each floor; passenger and freight elevators; electric lighting; machinery to be operated by electricity; contract awarded to R. B. Mason, 324 West Biddle street, Baltimore.

Baltimore, Md.—Bakery.—A. Bernstein, High and Low streets, has had plans and specifications prepared for erection of bakery; three stories and basement; exterior walls of brick; facade ornamented with cut stone; 23x75 feet; ovens 40 feet long; electric elevator for materials; plans by John Freund, Jr., 210 East Lexington street, Baltimore; Charles L. Stockhausen, National Marine Bank Building; J. Henry Miller, 110 Dover street, and R. N. McCulloh, 118 East Lexington street, are submitting estimates, all of Baltimore; proposals to be opened August 17.

Birmingham, Ala.—Crackers and Candy.—Martin Cracker & Candy Co. has plans for proposed addition to factory; 100x140 feet; fireproof construction; cost \$50,000.

Bunkle, La.—Sugar.—G. W. Sentell (lately reported as having contracted for a five-foot mill, etc.) will also install boiler, 60 inches by 16 feet, with three-inch tubes, and has not awarded this contract. Sugar mill will have daily capacity of 300 tons of cane. (See "Machinery Wanted.")

Cumberland, Md.—Smokeless Powder.—Smokeless Powder Co. of Allegheny County incorporated with \$50,000 capital stock by Ford Lee of Cumberland, Alfred B. Cole and Joseph W. Wright, both of Bloomsburg, Pa., and others to manufacture smokeless powder; will erect wood frame building covered with corrugated iron costing \$4000 and install engine, crusher, etc.; daily capacity of plant to be five tons. (Recently mentioned.)

El Dorado, Ark.—Fertilizers.—El Dorado Oil Mill & Fertilizer Co. incorporated with capital stock of \$32,000 by R. W. Henderson and others.

Fayetteville, Ark.—Telephone Hangers.—Oxford Telephone Hanger Co. will incorporate and C. E. Oxford is to be president; to manufacture telephone hangers.

Fort Worth, Texas.—Cigars.—L. P. De Mousche of Nacogdoches, Texas, proposes forming stock company capitalized at \$25,000 to establish cigar factory.

Franklin, N. C.—Tobacco.—Farmers' Mutual Tobacco Co. has organized with J. M. Allen president, J. M. White vice-president and J. B. Thomas, general manager.

Houston, Texas.—Arc Lamps.—William H. Warner of Muncie, Ind., proposes organization of company to establish arc-lamp factory at Houston.

Kinston, N. C.—Lime.—Beaver Creek Lime Co. incorporated with capital stock of \$125,000 by C. W. Ayres, A. W. Styron, C. H. Foy and others.

Junction City, Ark.—Bottling.—Citizens' Ice & Bottling Co., capitalized at \$30,000, incorporated by J. A. Hearin and others.

Lynchburg, Va.—Gloves.—Lynchburg Glove & Mitten Co., recently reported incorporated with \$25,000 capital stock, will establish plant with daily capacity of 75 dozen pairs of gloves and mittens; cost of machinery about \$7000.

Nashville, Tenn.—Adams Manufacturing Co. incorporated with capital stock of \$10,000 by J. R. Connell, M. L. Johnston, J. E. Thompson and others.

Nashville, Tenn.—Trousers.—Island Pants Factory incorporated with capital stock of \$25,000 by L. H. Rhudy, W. P. Dungan, W. R. Allen and others.

Nashville, Tenn.—Overalls.—Mahoney-Lipscomb Manufacturing Co. changed name to Double-Header Overall Co. and increased capital stock from \$15,000 to \$30,000.

New Orleans, La.—Sugar Refinery.—Standard Oil Co., 26 Broadway, New York, has been considering construction of oil refinery at New Orleans; no decision has been made.

New Orleans, La.—Moss.—Louisiana Moss Manufacturing Co. incorporated with capital stock of \$10,000; Aaron Hirschwitz, president; Louis Martin, vice-president; Jean J. Nassau, treasurer.

New Orleans, La.—Pearl Buttons.—M. T. Woodward is interested in contemplated establishment of pearl-button factory. (See "Machinery Wanted.")

Norfolk, Va.—Peanut Factory.—Planters' Peanut Storage Co., reported incorporated in June (under "Warehouses") with R. I. Bosman president, will also engage in manufacturing; contract for erection of buildings awarded to S. G. Williams of Norfolk. (See "Warehouses.")

Okmulgee, Okla.—Torpedoes.—Oklahoma Torpedo Co. incorporated with capital stock of \$5000 by H. H. Stranger, T. D. Harris and C. W. Holbrook.

Selma, Ala.—Fertilizers.—T. R. Purvis will build fertilizer factory.

Seneca, S. C.—Fertilizers, etc.—H. Eugene Fant & Son, R. F. D. No. 3, organized to manufacture bone-meal fertilizer and green bone chicken feed.

St. Louis, Mo.—Coffee Mills.—Johnson-Allen Coffee Co. incorporated with capital stock of \$75,000 by W. L. Allen, M. E. Scott and others.

St. Louis, Mo.—Silver Novelties.—American Silver Manufacturing Co. incorporated by Harry Koplar, Samuel Lewis and Joseph Stamer.

Sumter, S. C.—Brooms.—P. G. Bowman will establish broom factory; has not purchased machinery. (See "Machinery Wanted.")

Sumter, S. C.—Shoes.—Bultman Bros. contemplate, it is reported, enlarging shoe factory.

Texas City, Texas.—Oil Refinery.—Texas City Refining Co. has perfected organization with \$200,000 capital stock, and E. M. Sanctuary, Galveston, Texas, is president; W. D. Todd, formerly of Warren, Pa., vice-president and general manager; J. T. Holman, formerly of Chelsea, Okla., secretary-treasurer; reported that it has been decided to install refinery with daily capacity of 1000 barrels of oil. (Noted in April.)

Victoria, Texas.—Gas.—E. R. Locke and S. M. Locke of Mexico, Mo., and C. D. Rogers of Vernon, Texas, have franchise for gas plant lately mentioned; will build water-gas plant with daily capacity of 125,000 to 150,000 cubic feet; reported to cost \$75,000. E. R. Locke is in charge.

Weston, Va.—Glass.—Barstow Manufacturing Co. of Pittsburg, Pa., will, it is reported, build glass works at Weston.

Weston, Va.—Glassware.—Pittsburg (Pa.) manufacturers will establish glassware plant. George I. Keener of Weston is interested.

Winnsboro, Texas.—Inventions.—Weir Bros. are arranging to incorporate company capitalized at \$250,000 for developing inventions.

ROAD AND STREET IMPROVEMENTS

Anniston, Ala.—City invites bids for paving portion of 10th street, either with bitulithic, vitrified brick or other paving material. Address The Mayor.

Baltimore, Md.—City Engineer's Department, B. T. Fendall, City Engineer, will pave light street between Pratt and Lee streets with Belgian blocks laid on six-inch concrete base; estimated cost \$50,000; work has begun.

Baltimore, Md.—City will grade, curb and pave with sheet asphalt, asphalt block or bitulithic North avenue from Washington to Gay street; bids will be opened August 19; B. T. Fendall, City Engineer. (See "Machinery Wanted.")

Basic City, Va.—Charles A. Van Lear (and not W. H. Page, as lately stated) is Mayor of Basic City and can be addressed for information regarding \$25,000 bond issue for paving, sewer and water-works construction.

Beaumont, Texas.—City will receive bids until September 1 for paving, probably with brick, Hickory, Jefferson, College, Main and other streets, according to plans by City Engineer; estimated cost to city \$15,000, and to abutting property owners \$20,000; J. G. Sutton, City Secretary. (Recently mentioned.)

Black Mountain, N. C.—City and township will issue \$25,000 of bonds for road macadamizing; Dr. E. C. Cotton, W. H. Burnett and W. C. Hall, Asheville, N. C., will be in charge.

Chattanooga, Tenn.—City will award contract to Chamberlin Construction Co., Chamberlin Building, Chattanooga, at \$2100 to lay 860 square yards of concrete sidewalks and 523 linear feet of granite curbing, etc., around First District School; 500 square yards of concrete sidewalk on Boyce street and 177 square yards on Market street; H. F. Van Dusen, chairman Board of Public Works. (Recently mentioned.)

Decatur, Ala.—Mr. Boyd, civil engineer, Montgomery, Ala., will soon begin surveys of roads to be constructed in Morgan county, for which \$260,000 of bonds were previously reported voted; work to begin about September 1; W. E. Skeggs, county judge.

Dublin, Ga.—City will pave 17,200 square yards of street with either vitrified brick, wood block or bitulithic and lay granite curbing; contract for material and labor to be awarded September 3; W. S. Phillips, Mayor; H. S. Jaudon & Goss, Box 582, Savannah, Ga., are engineers. (See "Machinery Wanted.")

Graham, N. C.—Alamance county has voted \$200,000 of bonds for road improvement and extension. Address County Commissioners.

Hagerstown, Md.—Washington county will award contract August 18 for improving road between Blue Ridge Summit and the Germantown road, work including grading and macadamizing of about one mile of road; Jno. E. Wagaman, clerk. (See "Machinery Wanted.")

Houston, Texas.—City Council has adopted ordinance providing for issuance of \$100,000 of bonds for street improvements, including resurfacing of Congress and McGowan streets, at present paved with asphalt, etc. Address The Mayor.

Jacksonville, Fla.—City awarded contract to Georgia Engineering Co., Augusta, Ga., for paving two streets.

Lebanon, Va.—Russell county will construct 10 miles of macadam roads, contract for which will be awarded August 20; R. G. Fletcher, Clerk. (See "Machinery Wanted.")

Decatur, Ala.—City contemplates street improvements additional to those recently mentioned. Address The Mayor.

Lawton, Okla.—City awarded contract to Charles H. Shaw, Muskogee, Okla., for 45 blocks of street paving.

Memphis, Tenn.—M. Larkin, 112 Madison avenue, Memphis, recently reported as having secured contract at \$27,250 for paving Florida avenue, will lay about 25,000 yards of vitrified-brick paving on concrete foundation. J. H. Weatherford, City Engineer, will be in charge.

Mobile, Ala.—City awarded contract to Jett Bros. Contracting Co. of Mobile for 5th street paving work, recently mentioned, at \$80,681.28 for 37,500 square yards of wood-block pavement; \$717.22 for about 3000 square yards vitrified brick pavement; \$4110.40 for 11,744 linear feet cement curbing; \$28,639.38 for laying 36,000 feet of sewer pipe from 6 to 36 inches, 24 standard manholes, 54 standard inlets, 26 catch basins, about 400 feet of 3x2 concrete culvert, etc.; Steward Brooks, president Board of Awards.

Nashville, Tenn.—City will soon award contract for grading, bedding, macadamizing and rolling Coffee street, 800 feet; Cockrill street, 1000 feet; Nassau street, 730 feet; will require about 3000 cubic yards of stone; bids will also soon be invited for additional street paving; \$125,000 bond issue previously reported voted for suburban street improvements; James S. Brown, Mayor.

Norfolk, Va.—City Council has appropriated \$3270 for paving Henry street, in Fourth ward, and \$2849 for curbing and guttering Jamison and Ferguson avenues in Brambleton ward.

Oxford, Miss.—City will vote August 28 on issuance of \$25,000 of bonds for street improvements. Address The Mayor.

Paducah, Ky.—City will vote in November on issuance of \$400,000 of bonds for street improvements. Address The Mayor.

Paris, Texas.—City awarded contract to a Dallas (Texas) firm at \$2.55 per square yard for paving South Church street with bitulithic. Address The Mayor. (Street improvements voted in May.)

Park, Station R, Knoxville, Tenn.—City has voted \$62,500 of bonds for street improvements, \$15,000 for sewer construction, \$7500 for additions to fire department and \$20,000 for schools; W. R. Johnson, Mayor. (Recently mentioned.)

Portsmouth, Va.—Alvah H. Martin, Clerk of Norfolk county; M. G. Long and George W. Brown, in conjunction with P. St. Julien Wilson, State Highway Commission, Richmond, Va., will expend the \$250,000 fund for road improvements mentioned last week; fund will probably be used entirely to begin system of macadam roads on principal thoroughfares of Norfolk county. Plans and specifications will be prepared in Mr. Wilson's office prior to March 1, 1909, when the money first becomes available.

Rome, Ga.—Georgia Engineering & Construction Co. of Rome is lowest bidder at \$103,502 for paving streets with vitrified brick; work will embrace about 12,000 cubic yards of excavation, furnishing and setting 12,000 linear feet of granite curb, and concrete foundations and surfacing 41,000 square yards of pavement; Hazlehurst & Anderson, engineers, Candler Building, Atlanta, Ga.;

C. E. McLin, chairman Board of Public Works.

Salem, W. Va.—City has voted bonds for street paving and to pay indebtedness; paving to be of brick; bids to be opened in about one week; engineer not employed; between \$22,000 and \$25,000 available; T. F. Kemper, Mayor.

Selma, Ala.—City awarded contract to Crockett Paving Co., Birmingham, Ala., at \$48,647, for paving seven blocks on Water street with vitrified brick, and to Memphis Asphalt & Paving Co., Memphis, Tenn., at \$33,979.20, for paving three blocks on Broad street with asphalt; Julien Smith, City Engineer. (Recently mentioned.)

West Tampa, Station Tampa, Fla.—City will pave streets. Board of Bond Trustees awarded contract to Southern Clay Manufacturing Co., First National Bank Building, Chattanooga, Tenn., to furnish 5,000,000 vitrified street-paving brick.

Wilmington, N. C.—New Hanover county will soon vote on issuance of \$50,000 of bonds for continuance of road improvement and building of iron bridge over Northeast river at Castle Haynes, N. C. Address County Commissioners.

Wynnewood, Okla.—City awarded contract for one year for laying cement sidewalks; David Wimbray of Wynnewood will make surveys.

SEWER CONSTRUCTION

Arkansas City, Ark.—City contemplates constructing sewer system. Address The Mayor.

Basic City, Va.—Charles A. Van Lear (and not W. H. Page, as recently stated) is Mayor of Basic City and can be addressed regarding \$25,000 bond issue for sewer, water-works and paving.

Birmingham, Ala.—Julian Kendrick, engineer, is preparing plans for extended storm and sanitary sewerage system, for which bond issue of \$400,000 was reported voted in May; total expenditure is reported to be about \$800,000.

Brookhaven, Miss.—City is considering construction of sewer system. Address The Mayor.

Columbia, Miss.—City awarded contract to Southern Sewer Pipe Co., Birmingham, Ala., for furnishing pipe to be used in construction of sewer system, recently mentioned, and to Bosler & Flynn, Chattanooga, Tenn., for laying the sewer; plans by Xavier A. Kramer, Magnolia, Miss.

Delhart, Texas.—City will open bids August 18 for construction of sanitary-sewer system, for which bonds were recently reported voted; W. D. Wagner, Mayor. (See "Machinery Wanted.")

Forney, Ala.—City will soon have plans prepared for construction of proposed sewer system, for which bonds have been voted. Address The Mayor.

Fort Sam Houston, Texas.—Bids will be opened September 3 for construction of sewer, water and drainage systems for new cavalry addition; L. J. Fleming, Constructing Quartermaster.

Knoxville, Tenn.—Engert & House of Knoxville have contract at 47 cents per linear foot to construct eight-inch sewer lateral from First creek main sewer extension.

Mobile, Ala.—City awarded contract to Jett Bros. Contracting Co. of Mobile, at \$28,639.38, for sewer work in connection with street paving; work includes laying of 36,000 feet of sewer pipe from 6 to 36 inches, 24 standard manholes, 54 standard inlets, 26 special catch-basins, etc.; Stewart Brooks, president Board of Awards. (See "Road and Street Improvements.")

Park, Station R, Knoxville, Tenn.—City has voted \$15,000 of bonds for sewer construction recently mentioned; W. R. Johnson, Mayor. (See "Road and Street Improvements.")

Prentiss, Miss.—Jefferson Davis County Board of Supervisors invite bids for construction of sewer system for county jail.

Sulphur, Texas.—City will extend sewer system by laying 6000 feet of eight-inch piping and 5000 feet of six-inch piping. E. L. Dalton, Juanito Building, Dallas, Texas, is engineer in charge. (Recently mentioned.)

TELEPHONE SYSTEMS

Arlington, Okla.—Arlington Central Telephone Co. incorporated with capital stock of \$10,000 by A. C. Polk, E. T. Mayes and C. C. Pharris.

Duke, Okla.—People's Telephone Exchange incorporated with capital stock of \$20,000 by G. C. White, T. W. Alexander and J. H. Peters.

Freeling, Va.—Wise Telephone & Telegraph

Co. will rebuild lines from Coeburn to Clintwood and make other improvements to system.

TEXTILE MILLS

Fairmont, S. C.—Cotton Cloth.—Fairmont Manufacturing Co. will hold meeting August 31 to consider increasing capital stock by \$300,000; present equipment \$132 spindles and 256 looms.

Louisville, Ky.—Worsted Yarns.—Thomas Williams will organize company to establish worsted yarn mill; will probably install 3500 spindles and accompanying apparatus.

Louisville, Ky.—Woolen Goods.—Falls City Woolen Mills has, it is reported, awarded contract for 24 looms additional.

Marion, N. C.—Hosiery.—Mt. Ida Hosiery Mills incorporated with capital stock of \$25,000 by R. L. Greenlee, H. A. Tate and others.

Marion, N. C.—Hosiery.—Marion Knitting Mills incorporated with capital stock of \$100,000 by W. W. Neal, J. Yancey and others.

Maryville, Tenn.—Hosiery.—Maryville Hosiery Mills will, it is reported, install machinery for driving plant by electricity.

Mt. Holly, N. C.—Yarns.—Albion Cotton Mills Co. and Mt. Holly Cotton Mills (lately reported incorporated by A. P. Rhyne, H. A. Rhyne and E. R. Cannon) are established plants; Albion mill has 2250 spindles and Mt. Holly mill has 3000 spindles.

Oxford, Ala.—Sash Cord, etc.—Planters' Manufacturing Co. increased capital from \$100,000 to \$165,000; now operates 3500 spindles, 200 braidings, etc.

Raleigh, N. C.—Hosiery.—Martin Hosiery Mills will, it is reported, install electrical machinery to drive knitting equipment.

WATER-WORKS

Annapolis, Md.—McCay Engineering Co., Garner W. Denmead, secretary-treasurer, 9 East Lexington street, Baltimore, Md., has contract for extension of water system at U. S. Naval Academy, Annapolis.

Austin, Texas.—Walter G. Kirkpatrick, Jackson, Miss., is preparing plans for reinforced concrete pumping station for municipal water-works at Austin.

Baltimore, Md.—Daniel W. Banks, consulting engineer, Maryland Savings Bank Building, has been selected to prepare plans and specifications for proposed \$500,000 pipe-line system in business district. Plans will provide for pumping station costing about \$250,000, equipped with two distinct motive powers, and will be of sufficient capacity to give a pressure of 300 pounds per square inch at nozzles. A complete system of pipes and hydrants will be installed, to cost about \$250,000; all work under supervision of Board of Fire Commissioners, Edward M. Parrish, president, City Hall.

Basic City, Va.—Charles A. Van Lear (and not W. H. Page, as lately stated) is Mayor of Basic City and can be addressed regarding bond issue of \$25,000 for water-works, paving and sewer construction.

Carlisle, Ky.—J. Willard Halley, Cincinnati, Ohio, is considering, it is reported, construction of water-works in Carlisle.

Covington, Ga.—City will vote September 19 on issuance of \$6000 of water-works bonds. Address The Mayor.

Elm Grove, W. Va.—Pure Spring Water Co., recently reported incorporated with \$50,000 capital stock (under Wheeling, W. Va.), will construct water plant; reservoir will have capacity of 100,000 gallons; cost of buildings \$3000. A. S. Bell, City Bank Building, Wheeling, is architect and engineer in charge. James A. Birkett is president; A. S. Bell, secretary, both of Wheeling. (See "Machinery Wanted.")

Forrest City, Ark.—City has voted to issue \$30,000 of bonds to consolidate and improve municipal water and light plants. Address The Mayor.

Fort Sam Houston, Texas.—Contract will be let September 3 for construction of water, sewer and drainage systems for new cavalry addition; L. J. Fleming, Constructing Quartermaster. (See "Machinery Wanted.")

Frederick, Md.—City is considering laying 15-inch water-pipe line parallel to present eight-inch main; cost about \$10,000. Address The Mayor.

Gadsden, Ala.—Hazelhurst & Anderson, Candler Building, Atlanta, Ga., are engineers in charge of construction work at water-works, recently mentioned as purchased by city from Gadsden Water-Works Co. at cost of \$40,000; bond issue of \$100,000 is being advertised for sale; J. D. Dunlap, Mayor.

Galveston, Texas.—Board of City Commis-

sioners will award contract August 27 for construction of cast-iron water mains across Galveston ship channel from Pier No. 14 to United States Government dyke; will require about 1500 linear feet of cast-iron pipe, six or eight inches in diameter, to be submerged to depth of 42 feet below mean low tide; H. C. Lange, Commissioner of Water-works and Sewerage; A. T. Dickey, City Engineer; John D. Kelley, City Secretary. (See "Machinery Wanted.")

Greenville, Texas.—City will expend about \$50,000 for additional 100,000-gallon reservoir; new pumps and machinery; 2700 feet 8-inch cast-iron pipe; 26,300 feet 6-inch cast-iron pipe; 95 6-inch hydrants; 21 6-inch gate valves; 4 8-inch gate valves; 25 gate boxes; 18 tons specials. This work is addition to water-works system, for purchase of which city was recently reported as having voted \$50,000 of bonds. City will purchase materials; W. A. Frazer, Clerk; Joseph F. Nichols, Mayor. (See "Machinery Wanted.")

Harrisonburg, La.—Police Jury of Catahoula parish, H. W. Bethard, secretary, will award contract October 5 for drilling four-inch artesian well. (See "Machinery Wanted.")

Jellico, Tenn.—City is prepared to grant franchise for water-works. S. B. Snyder is Mayor.

Marion, N. C.—City will vote on issuance of \$30,000 of bonds to complete water-works system; gravity supply to be obtained. Address The Mayor.

Mayfield, Ky.—Mayfield Water & Light Co., John W. Landrum, president, lately noted to rebuild burned water, light and power plants, will erect building 88x100 feet; reinforced concrete; fireproof; cost \$10,000; machinery includes electric generator and water pumps costing \$60,000, and has been purchased; water plant will have capacity of 2,000,000 gallons, and electric plant of 1000 kilowatts; contract for concrete stack and house awarded to Weldenfeller Construction Co., Chicago, Ill.

Poplarville, Miss.—City has voted \$10,000 additional light and water-works bonds. (City mentioned in May as having voted \$10,000 of bonds for extension of water and light systems; work to be in charge of H. W. Thomas, engineer.) J. W. Ford, Mayor. (See "Machinery Wanted.")

Port Arthur, Texas.—Port Arthur Water Co. will install power equipment, about doubling present power-producing capacity of plant.

Stillwell, Okla.—City has granted franchise to Stillwell Public Service Co. for installation of electric-light plant and water-works; general contract awarded to Burns & Co., 705 Isabella Building, Chicago, Ill., who will have charge of work, purchase all material and let subcontracts; electrically-operated pumping machinery will be installed. (See "Machinery Wanted.")

Teague, Texas.—John W. Maxey, C. E., 204 and 205 Binz Building, Houston, Texas, is engineer in charge of construction of water-works at Teague; daily capacity 1,000,000 gallons; power-house, 40x60 feet, of concrete-block construction; will probably use gas-producer machinery; pipe line, 36,000 feet, piping to be of various sizes; storage reservoir, 300,000,000 gallons; estimated cost \$50,000; date of opening bids not determined. (Mr. Maxey recently incorrectly mentioned as having contract for construction.)

Wynnewood, Okla.—City will, it is reported, extend water-works system. Address The Mayor.

WOODWORKING PLANTS

Beaumont, Texas.—Handles, etc.—Beaumont Handle & Spoke Manufacturing Co. will be incorporated by Theodore F. Cooley and others with capital stock of \$40,000.

Bessemer, Ala.—Furniture.—C. W. Hunter will, it is reported, establish furniture factory.

Columbus, Miss.—Veneer Plant.—Interstate Lumber Co., D. G. Curtis, president, will operate veneer plant, recently mentioned to be established, as auxiliary to sawmill plant, having daily capacity of 125,000 feet; machinery received and all contracts awarded; expenditure \$30,000.

Elizabeth City, N. C.—Furniture.—R. E. Quinn Furniture Co. incorporated with capital stock of \$20,000 by O. W. Quinn, J. H. Wilkins and others.

Hickory, N. C.—Picker Sticks, etc.—Ivey & Hice will establish plant for manufacturing picker sticks and other wooden articles; will erect wood building, 40x60 feet, of ordinary construction; building and machinery to cost \$2000; daily capacity 1000 to 2000 picker sticks; machinery has been purchased; G. F. Ivey, secretary-treasurer; J. W. Hice, superintendent.

Huntingdon, Tenn.—Coffins.—J. H. Ledsinger of Memphis, Tenn., will establish plant for manufacturing coffins; will erect two buildings, to be equipped with machinery.

Louisville, Ky.—Poles, Shafts, etc.—Independent Pole & Shaft Co., 14th and Hill streets, will establish plant for manufacturing poles, shafts, yokes, etc., for vehicles; C. H. Lambert, manager.

Monroe, La.—Hardwood Manufacturing Co., recently mentioned as having purchased 1912 acres of timber land, will establish plant for manufacturing about 65,000 feet of thin lumber and veneering per day; owns about 32,000 acres of land in Ouachita and Union parishes.

BURNED

Atlanta, Ga.—Metzger Mattress Co.'s factory damaged; offices, 117 Central avenue.

Drakesboro, Ky.—Elk Valley Coal Co.'s tipple, power plant and fanhouse; loss \$30,000.

Hinton, W. Va.—Hinton Livery Co.'s livery barn; loss about \$36,000.

Jonesville, S. C.—Jonesville Manufacturing Co.'s knitting mill; loss reported at \$150,000.

Kansas City, Mo.—Monarch Vinegar Co.'s plant; loss \$100,000.

Midway, Ky.—S. J. Greenbaum Distilling Co.'s five warehouses; loss \$300,000.

Nacogdoches, Texas.—John W. Byrd's sawmill; loss \$3500.

Richmond, Va.—Buildings and plants of T. W. Wood & Son, wholesale feed; Stokes-Grymes Company, wholesale grocers; Christian & Winfree, candy manufacturers; loss from \$200,000 to \$250,000.

Suffolk, Va.—Suffolk Lumber Co.'s plant; loss \$50,000.

BUILDING NOTES APARTMENT-HOUSES

Charlotte, N. C.—Southern Real Estate, Loan & Trust Co. awarded contract to J. E. Solomon of Charlotte for erection of building; first floor for store and second for apartments; two stories; pressed brick; cost about \$7500.

Chattanooga, Tenn.—J. O. Martin, 717 Market street, awarded contract to George A. Collins, 609 Vance avenue, Chattanooga, for erection of apartment-house; two apartments of seven rooms each; two stories and basement; brick; composition roof; arranged for hot-air furnace, which will not be installed at present; contract includes plumbing and electric wiring; cost \$6000.

Thomas, W. Va.—R. D. Benedetto is having plans prepared by Holmboe & Lafferty, Clarksburg, W. Va., for store and apartment-house; 40x80 feet; two stories; common brick; native stone; structural iron and steel; concrete floors; asbestos roofing; metal cornice; skylights; patent hard wall plaster; plate and common glass; bathroom fixtures; steam heating; boiler; pipe and boiler covering; cost about \$12,000; bids will be received by architects until September 1.

Washington, D. C.—Harry Wardman, builder, 1333 G street N. W., has had plans prepared by A. H. Beers, 1333 G street N. W., Washington, for apartment-house at 1904 L street N. W.; four stories; brick; estimated cost \$20,000.

BANK AND OFFICE BUILDINGS

Alice, Texas.—Citizens' State Bank will erect building; two stories; brick; 25x60 feet; contract awarded.

Arkadelphia, Ark.—First National Bank (lately organized) will erect bank building.

Baltimore, Md.—Baltimore Mutual Fire Insurance Co., William H. Purcell, secretary, awarded contract to McLaughlin Bros., Inc., 915 Bolton street, Baltimore, to erect one-story office building at 616 North Calvert street, at estimated cost of \$8000; plans and specifications furnished by McLaughlin Bros., Inc. (Recent item not entirely correct.)

Calvert, Texas.—Calvert State Bank has had plans prepared by Lang & Witcheil, Dallas, Texas, for bank building, contract recently mentioned as awarded to George W. Sonnefeld, Dallas, Texas; structure will be 25x60 feet; press brick and cement stone; ordinary construction; electric lighting; cost \$5500.

Charleston, W. Va.—F. W. Brown, R. P. Chew, W. O. Norris and others awarded contract to Glaze Bros., Winchester, Va., to erect office building, recently mentioned; three stories; brick and stone; 35x75 feet; fireproof; steam heat; gas and electric lighting; plans by A. B. Mullett & Co., Union Trust Building, Washington, D. C. Mr. Norris is manager. (See "Machinery Wanted.")

Coeburn, Va.—First National Bank is having plans prepared by Holmboe & Lafferty, Clarksburg, W. Va., for bank building; 24x60 feet; two stories; pressed brick; cut stone; iron and steel; concrete floors; slag roofing; metal ceiling; skylight; mosaic tiling; patent hard wall plaster; electric fixtures; bathtub, washstand, etc.; hot-water heating; cost about \$7500; bids to be received by owners.

Elberton, Ga.—S. S. Brewer has had plans prepared by C. Gadsden Sayre & Co., Anderson, S. C., for erection of proposed bank and store building; 47x100 feet; two stories; electric lighting; day labor; cost \$10,000.

El Reno, Okla.—Chicago, Rock Island & Pacific Railway, J. B. Berry, chief engineer, Chicago, is not contemplating erection in near future of office building recently mentioned.

Flintola, Texas.—First State Bank will erect bank building.

Foss, Okla.—First National Bank is having plans prepared by W. M. Rice, Amarillo, Texas, for building to contain bank, two stories and two offices; 75x80 feet; one story; brick; cost from \$6000 to \$8000.

Jacksonville, Fla.—People's Bank & Trust Co., Herbert B. Race, president, awarded contract to J. F. Baker of Jacksonville to remodel front of bank building, recently mentioned; contract for steel vaults, etc., awarded to Franz Safe & Lock Co. of Jacksonville; main vault will contain safety-deposit boxes; will also install burglar-proof money chest.

Kansas City, Mo.—Charles H. Sharp's office building, recently mentioned, will be 19 stories; 48x112 feet; foundation to consist of 39 round caissons extending 50 feet below street level; structural-steel frame; exterior fronts of pressed brick, cut stone and terra-cotta, with metal cornices; interior finished in Mexican mahogany and red birch woods; main entrance, main stairs, corridor, wainscoting and toilet-rooms to be finished in blue-veined Italian marble; all floors to be laid in mosaic tiling; three electric overhead motor passenger elevators; estimated cost \$300,000; plans by Horatio Wilson, Chicago, Ill.; contractor, George A. Fuller Company, New York and Chicago.

Marianna, Fla.—Citizens' State Bank will erect bank building.

New Orleans, La.—Whitney Central National Bank, Charles Godchaux, president, is reported as to erect 12-story office structure and 6-story ornamental tower, costing \$1,000,000. A Manufacturer's Record representative is informed that the bank does contemplate important building improvements, but that plans have not been determined.

San Antonio, Texas.—C. C. Gibbs awarded contract to Buchanan & Gilder, Fort Worth, Texas, for erection of office building; eight stories and basement; frontage on Houston street to be 42 feet; on Avenue D, 126 feet, and on alley, 67 feet; principally of steel construction; on Houston street and Avenue D sides, granite gray brick veneering; fireproof; in addition to ground floor, will contain 140 office suites; marble wainscoting and tile flooring in halls; entrance and staircases of Creole Georgia marble; interior woodwork of quarter-sawn oak; elevator; hot and cold water in each room; steel vaults on each floor; private plant in basement to furnish electricity; artesian well to supply water; estimated cost \$225,000; architects, Sanguinetti & Staats, Fort Worth, Texas. (Noted in May.)

Washington, D. C.—Washington Mechanics' Savings Bank, Ezra Gould, president, 703 8th street N. W., awarded contract to A. Getz & Son, 203 Stewart Building, Washington, to erect bank and office building; 24x50 feet; two stories; brick and terra-cotta; estimated cost \$16,000; plans by Harding & Upman, 729 15th street N. W., Washington.

CHURCHES

Batesburg, S. C.—St. Paul's Episcopal Church will open bids during 1909 for erection of edifice recently mentioned; probably of concrete, with metal roof; seating capacity 150; estimated cost \$2500. Rev. Royal G. Shannonhouse, Edgefield, S. C., is in charge.

Bremont, Texas.—Polish Catholic congregation will erect edifice; contract awarded at \$18,800. Address The Pastor, Polish Catholic Church.

Charlotte, N. C.—East Avenue A. R. P. Tabernacle contemplates erecting institutional church building at cost of \$50,000; basement to be used for Sunday-school rooms and reading parlors; ground floor for church auditorium; second floor for dormitories, kitchen, dining-room and reception halls.

Oklahoma City, Okla.—German Lutheran congregation, Rev. Martin Graebner, pastor,

will erect edifice, to cost \$8000, and parsonage.

Spartanburg, S. C.—Associate Reformed Presbyterian Church awarded contract to Hunter & Vaughn, Charlotte, N. C., at \$6282 for erection of edifice; total cost about \$8000.

Texarkana, Texas.—Congregational Church will erect edifice with seating capacity of about 3000; Rev. F. E. Maddox, pastor.

Texarkana, Texas.—Congregational Church, Dr. F. E. Maddox, pastor, will build edifice; frame; seating capacity from 1500 to 2000.

Water Valley, Miss.—Building committee Water Valley Baptist Church has postponed opening of bids from July 17 (recently stated) to August 15 for erection of addition for Sunday School; plans and specifications on file with building committee, J. Leland Trusty, secretary; estimated cost of building, \$5000.

COURTHOUSES

Anahuac, Texas.—Chambers County Commissioners' Court, H. H. Jackson, County Judge, Wallisville, Texas, invites plans and specifications for courthouse and jail to be erected at Anahuac; cost of both structures not to exceed \$50,000.

Canadian, Texas.—T. R. Humphrey, Judge of Hemphill county, will receive bids until August 31 for erection of three-story brick courthouse and for installation of heating equipment; each bid to be accompanied by certified check for \$500; plans and specifications at office of Mr. Humphrey, or can be seen and applied for at office of C. H. Page, Jr., & Bro., architects, Austin, Texas. (See "Machinery Wanted.")

Nashville, Tenn.—T. L. Herbert, chairman of courthouse committee, invites architects and builders to submit plans and specifications until September 15 for improvement of courthouse, including remodeling of interior, fireproofing of structure and adding one story; approximate cost between \$70,000 and \$80,000. Address William M. Pollard, Judge of County Court, for further information. (Recently mentioned.)

Prentiss, Miss.—Jefferson Davis County Board of Supervisors invite bids for erection of courthouse.

DWELLINGS

Atlanta, Ga.—George Muse will erect residence; two stories; estimated cost \$15,000; plans by H. L. Walker of Atlanta; contractors, Donaldson & Pierson, Atlanta.

Baltimore, Md.—Provident Realty Corporation, Pearre E. Crowl, president, 229 St. Paul street, has had plans prepared by Wesley L. Minor, 20 Clay street, Baltimore, for four dwellings recently mentioned; frame; 2½ stories; cost about \$16,000; Provident Realty Corporation, owner and builder.

Baltimore, Md.—Dr. Charles L. Rumsey, 812 Park avenue, awarded contract to Edward Brady & Son, Cathedral and Howard streets, Baltimore, to erect residence; 21x52 feet; three stories; front of red brick, with white marble trimmings; steam heat; offices and surgical operating-room on first floor; estimated cost \$20,000; plans by Joseph Evans Sperry, 409 Calvert Building, Baltimore.

Baltimore, Md.—Edw. J. Gallagher, 2537 East Monument street, will build 50 two-story dwellings.

Baltimore, Md.—Building Construction Department, Maryland Realty, W. A. Foreman, secretary, 6 East Lexington street, will build 19 dwellings, to cost about \$25,500; hot-air heating; gas lighting; contractor, Mr. Foreman.

Baltimore, Md.—John F. Carter, Park Heights avenue, near Glenn avenue, will erect 29 dwellings on Bradish avenue; two stories; brick and stone; each about 14x42 feet; cost \$29,000; Jacob F. Gerwig, Vansant Building, 210 East Lexington street, Baltimore, is architect; Mr. Carter, owner and builder.

Birmingham, Ala.—Wm. M. Jordan will build residence to cost \$6200; two stories; frame construction; furnace heat; gas and electric lighting fixtures; architects, Miller & Martin, Birmingham. Will open bids about August 15.

Birmingham, Ala.—H. A. Sharpe will build residence to cost \$4500; two stories; frame construction; furnace heat; gas and electric lighting fixtures; architects, Miller & Martin, Birmingham. Will open bids about August 15.

Birmingham, Ala.—E. W. Finch will erect dwelling; two stories; frame construction; furnace heat; gas and electric lighting; plans ready by August 10; building to cost \$5000; architects, Warren & Weldon, Birmingham.

Durham, N. C.—B. N. Duke will build residence, as lately stated; 28 rooms; finished

in native and hard woods; hot-water heating; 10 bathrooms with modern sanitary plumbing; vacuum cleaning equipment; refrigerating plant; clay tile roofing; conduit wiring; combination lighting fixtures, etc. Hook & Rogers, Trust Building, Charlotte, N. C., will prepare plans.

Gadsden, Ala.—Dr. E. T. Camp will erect residence.

Houston, Texas.—J. W. Neal will build residence, as reported last week; frame construction; colonial architecture, with inside doors and trim in birch and oak; fireplace heating; electric lighting; maple flooring; cost \$10,000; architect and contractor, Russell Brown Company, 845 Fannin street, Houston.

Kansas City, Mo.—A. B. Macbeth will build residence.

Kansas City, Mo.—Clyde D. Connelly will build residence.

Kansas City, Mo.—Howard McCutcheon will build residence.

Kansas City, Mo.—V. K. Tuggle will build residence.

Kansas City, Mo.—W. W. Whitehill will build residence.

Kansas City, Mo.—E. T. Wilder will build residence.

Kansas City, Mo.—Frank Dickinson will build residence.

Manning, S. C.—J. A. Weinberg awarded contract to T. B. Haynsworth of Manning for erection of residence recently mentioned; ordinary construction; electric lighting; equipped with machinery to supply water; cost \$6500; plans by Wilson, Sompayrac & Urquhart, Columbia, S. C.

Mt. Washington, Md.—George Dobbin Penniman, offices Baltimore & Ohio Building, Baltimore and Charles streets, Baltimore, awarded contract to Willard E. Harn, 2700 Huntingdon avenue, Baltimore, for erection of proposed dwelling at Mt. Washington; plans by Howard Meyers, 1028 Cathedral street, Baltimore.

Nashville, Tenn.—J. M. King will build residence as reported last week; 12 rooms and basement; ordinary construction; steam or hot-water heat; electric lighting; contracts all awarded; cost \$12,000; architect, C. A. Ferguson, 63 Arcade, Nashville.

Norfolk, Va.—C. M. Kaylor will build residence to cost \$6000; contractor, C. J. Reynolds.

Norfolk, Va.—Geo. D. Parker, Berkley Ward, Norfolk, will build dwelling; 40x60 feet; brick construction; two stories and attic; hot-air heat; cost \$5500; contractor, J. O. Jones, Berkley.

Norfolk, Va.—Richard McIlwaine has had plans prepared by J. W. Lee of Norfolk for residence; 54x38 feet; 10-foot porch front and side; brick; slate roof; ordinary construction; hot-water heating; gas and electric lighting; cost \$7400; contract awarded to C. W. Tyree, 46 Lowenberg Building, Norfolk. (Recently mentioned.)

Norfolk, Va.—S. W. McGinn has had plans prepared by J. W. Lee of Norfolk for residence, contract for erection of which was awarded to C. W. Tyree, 46 Lowenberg Building, Norfolk, as recently mentioned; 36x48 feet; 10-foot porch front; brick; slate roof; ordinary construction; hot-water heating; gas and electric lighting; cost \$6700.

Oklahoma City, Okla.—German Lutheran congregation, Rev. Martin Graebner, pastor, will erect parsonage. (See "Churches.")

Pineville, Ky.—C. C. Durham awarded contract to A. B. Miller for erection of proposed dwelling; 12 rooms; brick veneer; slate roof; steam heat; lighting plant not decided, but electricity contemplated; cost of building \$10,000; architect, Geo. F. Barlow & Co., Knoxville, Tenn. (See "Machinery Wanted.")

Spartanburg, S. C.—J. T. Harris will build dwelling.

Washington, D. C.—W. C. Blundon, 30 Quincy place N. W., will erect three two-story brick residences at 11 to 15 Rhode Island avenue N. W.; estimated cost \$16,000; plans by Hunter & Bell, 518 10th street N. W., Washington. Mr. Blundon is owner and builder.

Washington, D. C.—Mrs. Sarah Stewart Wyeth, Philadelphia, Pa., awarded contract to John H. Nolan, 143 G street N. W., Washington, to erect residence, previously mentioned, at 2305 Massachusetts avenue, costing about \$75,000. Nathan C. Wyeth, 157 H street N. W., Washington, prepared the plans.

GOVERNMENT AND STATE BUILDINGS

Annapolis, Md.—Hospital.—Emergency Hospital of Annapolis will soon award contract for erection of proposed hospital; brick;

three stories and basement; State appropriated \$25,000; plans by Baldwin & Pennington, Professional Building, Baltimore.

Chattanooga, Tenn.—Stable and Carriage-house.—George Itner, Atlanta, Ga., submitted bid at \$5299 for erection of brick and concrete stable and carriage-house in Chickamauga Park. E. E. Betts, engineer in charge of Chickamauga Park Commission, has forwarded bid to Washington authorities.

Fort McKee (not a postoffice), Fla.—Coal Shed.—Capt. D. W. Hand, Constructing Quartermaster, Fort Barrancas, Fla., will receive bids until September 4 for construction of coal shed at Fort McKee; information on application.

New Orleans, La.—Mint.—Benson A. Appleyard, superintendent of construction, and George B. Rice, engineer, are preparing plans for improvements to mint, for which Congress has appropriated \$30,000.

Paris, Tenn.—Postoffice.—George Moore & Sons, Nashville, Tenn., who have contract for erecting United States postoffice at Paris, have also secured contract at \$25,175 for plumbing, gaspiping, heating apparatus, electric conduits and wiring for the structure. (Noted in June under "Miscellaneous Structures.")

Washington, D. C.—Treasury.—Treasury Department, Office of Supervising Architect, James Knox Taylor.—Sealed proposals will be received until September 17 for extension of bond vault in United States Treasurer's office in United States Treasury Department Building, in accordance with drawing and specification, copies of which may be had on application to this office.

Washington, D. C.—Building.—Committee on Buildings, U. S. Department of Agriculture, B. T. Galloway, chairman, Washington, D. C., will receive bids until August 18 for construction of two-story brick building on grounds of U. S. Department of Agriculture, in accordance with drawings and specifications, copies of which may be obtained at above office; applications for plans to be accompanied by certified check for \$25, payable to Disbursing Clerk, Department of Agriculture.

Washington, D. C.—Laboratory.—Bureau of Standards is having plans prepared by Wood, Donn & Deming, 808 17th street N. W., Washington, for electrical, chemical and mechanical laboratory; 195x90 feet; three stories and attic; pressed brick; white limestone trimmings; tile roof; indirect heating system; appropriation, \$175,000; bids to be opened about September 1.

HOTELS

Augusta, Ga.—M. W. Partridge will build 30 additional rooms and remodel eight-room residence as hotel.

Beaufort, N. C.—Beaufort Hotel Co. incorporated with \$125,000 capital stock by C. I. Abernethy, N. E. Swann, N. W. Taylor and others to erect hotel, build electric plant, operate ice factory, etc.

Charlotte, N. C.—J. A. Jones of Charlotte has contract to erect building in rear of Stonewall Hotel; one story; pressed brick; cost \$8000; to be used as restaurant and billiard rooms.

Excelsior Springs, Mo.—Elms Realty Co., represented by J. H. White and I. J. Ringolsky, awarded general contract to Swensen Construction Co., Kansas City, Mo., to rebuild burned Elms Hotel; limestone; tile roof; half-timbered plastered gables; 125 guest rooms, besides service rooms and servants' quarters; lobby 50x75 feet; dining-room 60x90 feet; dining-room, etc., to have beamed ceilings and high wainscoting; dining-room to have mezzanine floor; elmwood finishing and oak floors throughout; reported cost \$150,000; plans by Jackson-McIlvain, Dwight Building, Kansas City, Mo., architects.

Fort Worth, Texas.—Winfield Scott will erect proposed addition to Terminal Hotel; four stories; brick; cost \$17,000; Buchanan & Gilder of Fort Worth are contractors.

Memphis, Tenn.—Louis Fritz is planning erection of \$50,000 hotel. (See "Miscellaneous Enterprises.")

Mobile, Ala.—Andrew Decovich & Sons, owners of St. Andrew Hotel, will expend about \$15,000 in erection of addition recently mentioned; six stories; 35x80 feet; brick and wood; steam heat and electric lighting connected with building; plans by R. Benz & Sons of Mobile; contract awarded to Jett Bros. Constructing Co. of Mobile.

Roscoe, Texas.—G. F. Light awarded contract to W. R. Hendrickson & Son of Roscoe to erect two-story brick hotel.

San Antonio, Texas.—San Antonio Hotel Co., L. J. Hart, president, is having plans prepared by Mauran, Russell & Garden, Chemical Building, St. Louis, Mo., for pro-

posed hotel; eight stories; fireproof; steam heat; electric lighting; electric elevator; cost \$500,000.

MISCELLANEOUS STRUCTURES

Anahuac, Texas.—Jail.—Plans and specifications are invited for courthouse and jail to be erected at Anahuac; cost not to exceed \$50,000. Address H. H. Jackson, County Judge, Wallisville, Texas.

Colquitt, Ga.—Jail.—J. H. McKenzle & Son, Augusta, Ga., have contract to erect jail at Colquitt; reported to cost \$20,000.

Elkins, W. Va.—Business Building.—C. H. Scott will erect business building 60x115 feet; brick construction; electric lighting; cost \$40,000.

Hernando, Miss.—Jail.—Supervisors of De Soto county will receive bids until September 7 for remodeling jail according to plans on file in office of N. E. Wilroy, clerk; certified check, \$250, payable to D. E. Wilson, president Board of Supervisors.

Independence, Mo.—Home.—Jackson County Commissioners will receive bids until August 25 for erection of administration building at McCune Home for Boys; estimated cost \$25,000; cottages will be built around the structure.

Jacksonville, Fla.—Conrad Building Co. incorporated with capital stock of \$75,000; F. W. King, president; J. B. Conrad, vice-president; C. B. Van Deman, secretary.

Kansas City, Mo.—Store Building.—Augusta R. Meyer Estate will erect five additional stories on two-story building (occupied by Smith Plano Co.) at 1013 Grand avenue; steel fireproof construction; exterior of brick and terra-cotta; architects, Root & Siemens, Kansas City.

Lake Charles, La.—Lodge Building.—Lake Charles Lodge, No. 165, awarded contract to Delatte & Legrange of Lake Charles for brick work on lodge building recently mentioned to be erected, and to L. L. Alston, also of Lake Charles, for interior finishing; building will be two stories, 66x120 feet; pressed brick and stone; granite columns at entrance; tile roof; art windows; semi-fireproof; hot-air heating; electric lighting; estimated cost \$30,000; plans by I. C. Carter of Lake Charles.

Little Rock, Ark.—Business Building.—Bishop J. B. Morris awarded contract to John Schmelzer of Little Rock to erect row of two-story brick store buildings; cost about \$40,000; plans by C. L. Thompson, Little Rock. (Noted in June.)

Mobile, Ala.—G. B. Thames has opened proposals for construction of proposed building, and E. E. Ward & Co. are lowest bidders at \$12,100.

Montgomery, Ala.—Business Building.—J. C. Young, Memphis, Tenn., does not contemplate erection of \$10,000 business building recently mentioned.

Norfolk, Va.—Y. M. C. A. Building.—Norfolk Young Men's Christian Association, Dr. L. Lankford, president, will receive competitive plans from Norfolk architects until about September 20 for association building previously mentioned; estimated cost \$150,000.

Norfolk, Va.—Y. M. C. A., 231 Monticello Arcade, invites plans and specifications from Norfolk architects for construction of proposed association building.

Oklahoma City, Okla.—Store Building.—Mrs. R. L. Beatty and W. J. Pettie will erect hardware store building; five stories and basement, 50x140 feet; fireproof construction; steam heating; electric lighting; one passenger and one freight elevator; cost \$50,000; to open bids September 15; architect, D. W. F. Turbyfill, Oklahoma City.

Owings Mills, Md.—Asylum.—Maryland Asylum and Training School for Feeble-Minded awarded contract to Willard E. Harn, 2700 Huntingdon avenue, Baltimore, Md., at \$16,897, to erect proposed dormitory; 5x55 feet; 2½ stories and basement; limestone; contain three dormitories, playground and dining hall; accommodation for 50 boys; will be addition to Thom cottage; plans by Elliott & Emmart, Union Trust Building, Baltimore, Md. Frank W. Keating of Owings Mills is superintendent.

Pecos, Texas.—Mercantile Building.—Pecos Mercantile Co. will expend \$25,000 for erection of building reported last week; 100x115 feet; two stories; electric lighting; hand-power elevator; brick construction and gravel roof; architects, Lang & Witchell, Dallas, Texas; proposals opened August 15.

Pine Bluff, Ark.—Store Building.—Fred Senyard awarded contract to Lane & Mitchell for improvements to store building; cost \$10,000.

Quannah, Texas.—Business Building.—J. B. Goodlett will erect business building.

St. Louis, Mo.—Commercial Building.—Mis-

souri Valley Trust Co. will erect commercial building to cost \$500,000; 10 stories; steel skeleton or reinforced concrete; architect, Theo. C. Link, St. Louis; building to be occupied by Roberts, Johnson & Rand Shoe Co.

St. Petersburg, Fla.—Business Building.—Jones Bros. will erect business building; two stories; brick; frontage 80 feet; Mr. Miller of St. Petersburg, contractor.

Tulsa, Okla.—Store Building.—R. T. Daniels of Seattle, Wash., will erect steel-frame store building at Tulsa.

MUNICIPAL BUILDINGS

Americus, Ga.—Library.—Library Association, Crawford Wheatley, president, will open bids August 20 for erection of Carnegie Library; two stories, 60x85 feet; classic design; front of white stone with stone pediments; second floor to contain auditorium with seating capacity of about 400; steam heat; electric lighting; \$30,000 available; plans by Lockwood Bros., Columbus Investment Building, Columbus, Ga. (Noted in June.)

Baltimore, Md.—Jail.—Board of Awards rejected all bids for additional cells in city jail; specifications will be readvertised for bids on concrete cells; Leigh Bonsal, president of Jail Board. (Recently mentioned.)

Beaumont, Texas.—Market-house.—City awarded contract to Weber & Morris of Beaumont at \$19,972 to erect market-house recently mentioned; two stories; ordinary construction; brick; contain auditorium; plans by F. W. Steinman, Junker Building, Beaumont, who will also supervise construction.

Guthrie, Okla.—Convention Hall.—Municipal convention hall at Guthrie, recently mentioned, will be fireproof; steam heating; electric lighting; Bedford stone, steel, iron, marble and tile work; estimated cost, \$150,000; contractor, Manhattan Construction Co., Guthrie, Okla.; architect, P. H. Weathers, Guthrie. (See "Machinery Wanted.")

Winston-Salem, N. C.—Fire Station.—Harwood & Moss of Winston-Salem have contract at \$6680 to erect fire-department building; brick; two stories.

RAILWAY STATIONS

Waxahachie, Texas.—Missouri, Kansas & Texas Railway Co. of Texas, Samuel B. Fisher, chief engineer, St. Louis, Mo., is having plans prepared by railway staff for passenger station at Waxahachie, recently mentioned; 25x117 feet; brick; concrete foundation; tile roof; stoves for heating; electric lighting.

SCHOOLS

Agricultural College, Miss.—Bids will be received until September 4 for furnishing materials and labor and erecting chapel and academic building for Mississippi Agricultural and Mechanical College, including heating and wiring. Plans and specifications may be obtained from A. J. Moore, secretary Agricultural College, or from R. H. Hunt, architect, Chattanooga, Tenn.; deposit of \$10 required to secure plans; certified check for 2½ per cent. of amount of bid. (See "Machinery Wanted.")

Alton Park, Tenn.—A. W. Duncan, Chattanooga, Tenn., has not received contract to erect school building at Alton Park, recently incorrectly reported under Alton Park, N. C. Mr. Duncan has contract to erect the Sunnyside School building.

Ardmore, Okla.—Hargrove College contemplates soon beginning erection of buildings, costing about \$50,000, to replace burned structures. Address The President.

Baltimore, Md.—Board of Awards, City Hall, will open bids August 19 for erection of proposed addition to No. 60 School; certified check, \$500; drawings and specifications can be seen at office of Inspector of Buildings E. D. Preston.

Baltimore, Md.—Sisters of Notre Dame, Alsquith street and Ashland avenue, awarded contract to Otto Goldbach, 321 South Dallas street, Baltimore, for laundry building; 28x30 feet; two stories; brick; cost \$8000; plans by Baldwin & Pennington, Professional Building, Baltimore.

Batesville, Texas.—City has voted \$5500 of bonds for erection of school building. Address The Mayor.

Bessemer, Ala.—City awarded contract to W. L. Coston & Co. of Bessemer at \$26,761 for erection of high-school building, and to O. W. Winn at \$987 for plumbing.

Bradley, Okla.—Bradley School District No. 63, C. B. Clark, treasurer, is having plans prepared by Smith & Parr, McAlester, Okla., for school building; brick; 60x50 feet; mill construction; hot-air furnace heating;

cost \$10,000; date of opening bids not decided. (See "Machinery Wanted.")

Bridgeport, Ala.—Baptist Mission Academy will erect buildings reported last week; concrete dormitory; fireproof; steam heating; electric lighting; cost of two buildings \$10,000 each; architect, D. V. Stroup, James Building, Chattanooga, Tenn.; A. E. Brown, superintendent of academy.

Brookhaven, Miss.—City awarded contract to Soderman Heating & Power Co., St. Louis, Mo., at \$275, for plumbing, heating and sanitary improvements at graded-school building.

Brunson, S. C.—B. E. Grandy & Son, Pickens, S. C., have contract to erect high-school building at Brunson.

Buckhannon, W. Va.—Board of Education of Independent School District of Buckhannon will receive bids until September 1 for erecting two school buildings, one to contain 14 rooms and other eight rooms; plans and specifications on file at office of Roy Reger, secretary, at Buckhannon; of Alexander & Chapman, architects, New Martinsville, W. Va., and of E. J. Wood, Clarksburg, W. Va.; S. C. Rumsell, president of Board of Education; heating plant to include gravity and fan system; both buildings to cost \$50,000. (Recently mentioned. See "Machinery Wanted.")

Chattanooga, Tenn.—A. W. Duncan, Chattanooga, Tenn., has contract to erect Sunnyside School building; plans by H. L. Huntington, Chattanooga. (Recently incorrectly reported that Mr. Duncan received contract to erect school building at Alton Park.)

Columbia, S. C.—University of South Carolina awarded contract to King Lumber Co., Charlottesville, Va., at \$28,768, to erect building recently mentioned; two stories and basement; 12 classrooms, each 35x70 feet, and offices for professors; brick and stucco; stone and granite trimmings; plans by Wilson, Sompayrac & Urquhart, 1302 Main street, Columbia.

Dallas, Texas.—City has awarded contract to Hewett Construction Co., Dallas, for erection of \$35,000 school building recently reported; architect, William Nicol, Dallas.

Lexington, Ky.—Board of Education, M. A. Cassidy, superintendent, will probably soon call for bids on construction of proposed school building, for which plans and specifications have been prepared.

Durant, Okla.—City has voted bonds for \$35,000 to erect proposed school building. Address The Mayor.

Elizabeth City, N. C.—Building committee of Elizabeth City Graded School accepted plans by F. B. Simpson, Raleigh, N. C., and awarded contract to D. J. Phipps, Newport News, Va., at \$28,500, for erection of two-story brick school building reported in June; structure to be 88x140 feet; ordinary construction; electric lighting; heating plant to be awarded under separate contract.

Elkins, W. Va.—City has voted \$15,000 of bonds to complete Third Ward School building. Address The Mayor. (Recently mentioned.)

El Paso, Texas.—Board of School Trustees invites plans and specifications until September 1 for school building costing not more than \$25,000, exclusive of heating equipment; plenum or similar system of heating; two stories high; eight rooms; classrooms to be 23x32 feet; basement under entire building; three prizes for plans, first selection to be used for construction on usual terms of 3½ per cent. to architect.

Gueydan, La.—City awarded contract at \$17,275 to Caldwell Bros., Abbeville, La., for construction of school building recently reported.

Hampton, Va.—Elizabeth City County School Board, J. M. Willis, superintendent, will open bids August 13 for erection of proposed school; plans and specifications at office of Mr. Willis and C. T. Holtzclaw, architect, Hampton.

Jennings, La.—City awarded contract to J. M. Innes, Dallas, Texas, to erect school building, noted in June; pressed-brick front; 12 rooms; auditorium 50x70 feet; estimated cost \$40,000; plans by C. H. Page, Jr., & Bro., Austin, Texas.

Kansas City, Mo.—Board of Education awarded contract to Lewis & Kitchen at \$3887 for heating and ventilating apparatus for Ashland School; to McMahon Company at \$4712 for plumbing and to Johnson Service Co. at \$1700 for automatic temperature regulators; all of Kansas City.

Lynchburg, Va.—Virginia Christian College has had plans prepared by E. G. Frye of Lynchburg for college building and dormitory, previously mentioned; main building will be of colonial architecture; two stories and basement; six Ionic columns in front; first floor will contain six classrooms, library and two offices; second floor assembly

hall with seating capacity of 350, four classrooms and two anterooms; attic will be used as art studio; basement will contain chemical laboratories and science classrooms; estimated cost \$30,000; dormitory will be 36x100 feet; red brick with gray-stone trimmings; three stories; will be divided into three compartments with four rooms in each section; accommodations for 85 students; cost \$20,000.

Lynchburg, Va.—School of Brookville District, care of W. M. Murrell, Kribe Building, has awarded contract at \$750 to W. T. Fetters, Bearington, postoffice Lynchburg, for erection of school building.

New Orleans, La.—Tulane University, E. B. Craighead, president, is understood to be inviting plans and specifications for the construction of \$40,000 gymnasium previously reported.

New Orleans, La.—City will advertise for bids in September for erection of Beauregard School building, recently mentioned; two stories; 16 rooms; brick; tile roof; estimated cost \$25,000; plans and specifications being prepared by draftsmen of City Engineer's department; building will be erected under supervision of Building Inspector; W. J. Hardee, City Engineer.

Newport News, Va.—Virginia State School for Colored Deaf and Blind Children awarded contract to E. Morgan of Newport News at \$19,537 to erect proposed building; plans by C. T. Holtzclaw, Merchants' National Bank Building, Hampton, Va.; Harry Houston, Hampton, Va., is chairman Board of Visitors.

Park, Station R, Knoxville, Tenn.—City has voted \$20,000 of school bonds; W. R. Johnson, Mayor. (Recently mentioned. See "Road and Street Improvements.")

Philippi, W. Va.—Moore Construction Co., Charleston, W. Va., has contract at \$89,900 to erect Broadus Institute at Philippi; contract does not include plumbing and heating.

Pinewood, S. C.—B. E. Grandy & Son, Pickens, S. C., have contract to erect high-school building at Pinewood, noted in June; plans by Shand & Lafaye, Columbia, S. C.

Russellville, Ala.—Y. M. Quinn, secretary building committee, opened bids August 10 for construction of school reported last week; two stories; brick and stone; 68x75 feet; ordinary construction; electric-lighting plant; steam heating; cost \$9000; architects, Bearden & Foreman of Chattanooga, Tenn.

St. Louis, Mo.—David Rankin, Jr., School of Mechanical Trades will expend from \$100,000 to \$150,000 in erection of trades-school building, recently mentioned; three stories and basement; dark mottled brick; terra-cotta trimmings; fireproof; interior finished in hardwood; will contain five trades-rooms, four classrooms and assembly-room to accommodate 300 pupils; steam heat; electric lighting; one freight elevator; light and power to be supplied from plant in building; carpenter and later other shops will be installed; most of equipment contracted for; contract for erection awarded in April to Hill-O'Meara Construction Co. of St. Louis; plans by Eames & Young, St. Louis; Lewis Gustafson is superintendent, 993 Holland Building, St. Louis.

St. Benedict, Postoffice Covington, La.—St. Joseph's Abbey awarded contract to Joseph C. Beck and Armand LeBlanc, Covington, La., to erect college; 40x280 feet; three stories; brick; concrete floors; steel I beams; steel laths; walls plastered; front of first story faced with artificial stone; balance with facing brick; fireproof; acetylene gas; character of heating plant not decided; cost \$80,000; plans by Rev. F. Gregory, O. S. B. (Noted in May under Ramsey, La.)

Union Point, Ga.—School trustees, S. H. Sibley, chairman, will open proposals August 28 for erection of proposed school building to cost \$10,000; two stories and basement; 51x35 feet; warm-air gravity heating; architects, C. Gadsden Sayre & Co., Anderson, S. C.

University, Miss.—University of Mississippi awarded contract to Prather Construction Co., Pine Bluff, Ark., for erection of addition to dormitory and dining hall; former to be three stories; 38 rooms; frontage 187 feet; two wings, each 113 feet deep; exterior, gray pressed brick and sandstone; 10-foot hallways on each floor; lavatories; bathrooms; hand elevators; vacuum heating; dining hall 56x60 feet; tile floor; metal ceiling; cost about \$75,000; plans by W. E. Spink, Title Guarantee Building, Birmingham, Ala. (Noted in June.)

Yokum, Texas.—City has voted \$32,000 of bonds for erection of school building. Address The Mayor.

THEATERS

New Orleans, La.—Orpheum Theater & Realty Co., San Francisco, Cal., contin-

plates, it is reported, building theater in New Orleans.

Tampa, Fla.—W. H. Kendrick is having plans prepared by Bonfoey & Elliott, 510 and 512 Curry Building, Tampa, for erection of theater recently mentioned; frontage 141 feet; depth 95 feet; height two and one-half stories; ordinary construction; brick, faced with pressed brick; plate-glass front; metal cornice; electric lighting; will be used for theater, restaurant, cafe and palm garden; cost \$25,000. Mr. Kendrick, owner and contractor.

Washington, D. C.—Brown & Baum Amusement Co. will expend from \$25,000 to \$30,000 to remodel buildings at 927 and 929 Pennsylvania avenue N. W. as moving-picture theater. Address company, care of Thomas J. Fisher & Co., 738 15th street N. W., Washington.

WAREHOUSES

Baltimore, Md.—John C. Stalford, 814 East Lombard street, awarded contract to Charles L. Stockhausen, National Marine Bank Building, Baltimore, for erection of produce and commission warehouse; three stories, 24 feet 6 inches by 60 feet; mill construction; stoves for heating; electric lighting; estimated cost \$6000.

Baltimore, Md.—State Tobacco Warehouse Commission will have plans prepared by Baldwin & Pennington, Professional Building, Baltimore, for tobacco warehouse on Conway street.

Bryan, Texas.—Brazos County Farmers' Union awarded contract to R. S. Taylor of Bryan to erect warehouse 150x115 feet, costing about \$3000.

Memphis, Tenn.—New South Memphis Land Co. awarded contract to Fred B. Young, Memphis, to erect cotton shed in New South Memphis; frame; 120x416 feet; gravel roof; cost \$18,000; will be used by Memphis Warehouse Co., W. E. Love, president, 301 Royal Building, which was recently reported as contemplating erection of addition to plant.

Montgomery, Ala.—Birmingham & Gulf Railway & Navigation Co. will establish chain of cotton warehouses at principal points on Tombigbee and Alabama rivers, including warehouses at Montgomery and Selma, Ala., on the Alabama river, and Tuscaloosa and Demopolis, Ala., on the Tombigbee river. T. H. Moore of Montgomery is superintendent of Tidewater Development Co., the parent company. (See "Miscellaneous Construction.")

Nashville, Tenn.—Kendrick-Roan Grain & Elevator Co. will erect warehouse 42x60 feet. (See "Miscellaneous Enterprises.")

Norfolk, Va.—Planters' Peanut Storage Co. awarded contract to S. G. Williams of Norfolk for erection of buildings to be used for storage and manufacturing; will build two structures, one to be of brick, five stories, 50x100 feet, and other to be frame, one story, 50x90 feet; stoves for heating; electric lighting; electric elevators; electric motors; balance of machinery to be built after company's pattern; cost of buildings, \$13,000 to \$15,000. (Company reported incorporated in June with \$35,000 capital stock and R. I. Besman, president.)

Washington, D. C.—R. Golden Donaldson of Cole & Donaldson, 611 14th street, N. W., and associates have purchased 90,000 square feet of land at 1st and M streets, N. E., on which to erect storage warehouse.

RAILROAD CONSTRUCTION

RAILWAYS

Atlanta, Ga.—The Atlanta & Carolina Railway Co., it is reported, has been granted a two years' extension of time under its charter from August 17 of this year. Its proposed line, as heretofore reported, is from Atlanta to Augusta, Ga., about 200 miles. James W. English is president and Matthew Mason is chief engineer, both of Atlanta, Ga.

Bartlesville, Okla.—Official announcement reported that financial contract is signed in New York for building the St. Louis, Bartlesville & Pacific Railway from Joplin, Mo., to Pond Creek, Okla., and a connection with the Kansas City, Mexico & Orient Railway, 230 miles; construction to begin September 15 between Joplin and Bartlesville. Other points to be touched are Pawhuska and Ponca City. Connection with the Orient probably at Cherokee. D. H. Rhoades, 213 West 4th street, Joplin, Mo., is chief engineer. On January 16 it was reported that a grading contract was let to J. C. White Contracting Co. of Bartlesville.

Batesville, Ark.—The Missouri, Arkansas & Southwestern Railway Co. is reported to have been granted an extension of 18 months to complete 10 per cent. of line. J. M. Trim-

ble is superintendent at Batesville, Ark. R. W. Earnheart is president; same address.

Beaver City, Okla.—Dr. J. M. Kerns, Sunset, Okla., is reported as saying that the Beaver Valley & Northwestern Railway Co. (previously reported July 2 as Oklahoma, Beaver & Western) proposes to build from Gage via Beaver, Okla., to a connection with the Chicago, Rock Island & Pacific Railway, 120 miles, and surveys are in progress. Capital is obtained. R. A. Perkins is chief engineer at Beaver City, Okla.

Bellevue, Postoffice Shelby, Miss.—H. B. Blanks is reported to have built a narrow-gauge tramroad about five miles long for lumber purposes.

Birmingham, Ala.—Dunn & Lallande Bros., it is reported, have been given a contract by the Louisville & Nashville Railroad to build three miles of line, from a point on the Birmingham Mineral Railroad about three miles north of Woodstock to the brown-ore tract of the Woodward Iron Co.

Blue Springs, Ala.—Reported that a movement is under way to build an electric railway from Blue Springs to Arlinton to connect with the Central of Georgia Railway and the Atlantic Coast Line. The Mayor may be able to give information.

Brazoria, Texas.—Rumored that the State Farm railroad, now about four miles long, from Brazoria to the State Farm, will be extended. J. A. Herring, superintendent of the State penitentiary, Austin, Texas, can give information.

Calhoun, Ky.—George F. Swint, editor of the Star at Calhoun, Ky., is reported to be interested in a plan to build a traction line from Bowling Green, Ky., via Calhoun to Evansville, Ind. It is proposed to organize a company.

Charleston, W. Va.—Z. T. Vinson, attorney for the Charleston & Huntington Street Railway Co., is reported as saying that the company intends, if possible, to secure the old route of the Chesapeake & Ohio Railway between Charleston and Huntington to build an interurban electric railway. The company has been granted a two-year renewal of its franchise in Huntington.

Cleburne, Texas.—H. S. Wilson and E. N. Brown of Cleburne, Mayor Highsmith of Mineral Wells and Jack Wright of Dallas are reported to be interested in a plan to build a railroad to Glen Rose, Texas.

Corsicana, Texas.—The Central Texas Traction Co. has been incorporated under the laws of Delaware with \$300,000 capital. The incorporators are J. J. Sears of Aledo, Texas; Dr. J. O. Howard of Houston, Texas; W. W. CLOPTON and J. V. Watkins of Corsicana, Texas, and Harry W. Davis. The proposed line is from Corsicana to Palestine, Texas, and Mr. Watkins, with G. A. Duren, civil engineer, was recently reported to be looking over the route.

Edgefield, S. C.—The Augusta & Edgefield Electric Railroad Co. will, it is reported, advertise for bids to survey the route from Augusta, Ga., via Edgefield to Greenwood, S. C.; W. P. Calhoun, chairman; W. A. Strom and S. B. Mays are the subcommittee having the matter in charge. Company is to organize soon.

El Reno, Okla.—Concerning the press report that the Missouri, Kansas & Texas Railway Co. contemplates building a line from either Guthrie or Oklahoma City to El Reno, an officer of the company writes the Manufacturers' Record that he does not know anything officially of such a proposition.

Fayetteville, Ark.—Boston capitalists are reported to contemplate building an electric railway to connect Fayetteville, Siloam Springs and Huntsville. They are represented by Mr. Ahlefeld of LeRoy, Kan. The Mayor of Fayetteville, Ark., may be able to give information.

Fort Worth, Texas.—A. D. Cunningham, engineer, is reported to be pushing survey of the proposed electric interurban railway projected by J. R. Duffy of St. Louis and others from Fort Worth to Mineral Wells, Texas.

Gainesville, Texas.—An officer of the Gainesville, Whitesboro & Sherman Interurban Electric Railway Co. is reported as saying that 12 miles of grade has been completed out of Gainesville, leaving 27 miles yet to be built to Sherman, a total of 39 miles. Tracklaying will begin when grade is finished to Whitesboro. John Kling is president, T. M. Bosson secretary and L. M. McArthur chief engineer, all at Gainesville, Texas.

Gallatin, Texas.—Bids for building the proposed branch from Gallatin to Rusk, Texas, about eight miles, will be received until noon on August 22 by E. B. Cushing, chief engi-

neer of the Texas & New Orleans Railroad, 205½ San Jacinto street, Houston, Texas.

Hot Springs, Ark.—F. E. Treadway, president of the Ouachita Construction Co., New York, is reported as saying that the proposed railroad from Hot Springs via Womble to Mena, Ark., will be built, and that George H. Crater and G. H. Gilbert are now on their way to Hot Springs to open offices.

Johnson City, Tenn.—The Carolina, Clinchfield & Ohio Railway is reported to have completed tracklaying between Altapass and Marlon, N. C., and the line will be ballasted and surfaced immediately to operate in September from Johnson City to Marlon.

Keyser, W. Va.—The Potomac Valley Railway Co. will, it is reported, soon begin construction in Keyser. It has franchises in Keyser and Piedmont, as well as along the county road from Keyser to Bloomington, Md. Ties and rails have been ordered. L. S. Kirker is chief engineer. A. G. Fickelsen and others are interested.

Lake Charles, La.—Construction is reported being pushed on the Lake Charles & Northern Railroad (Southern Pacific) between Lake Charles and Delidder. Line is ultimately expected to reach Shreveport, La. E. B. Cushing is engineer in charge at Houston, Texas.

Marshall, Texas.—The Texas Southern Railroad, 74 miles long from Marshall to Wynnboro, Texas, but with a total operated mileage of 109 miles, has been sold at auction under a court order for \$286,000 to Osce Goodwin of Dallas, Texas, who, it is stated, bought the property for himself, J. F. Strickland, also of Dallas; E. Key of Marshall, Texas, and their associates. It is further said that the St. Louis Union Trust Co. is back of them. Rumored that improvements will be made and the line extended. Mr. Strickland is reported as saying that as soon as sale is confirmed improvements will be made and extension started from Marshall, Texas, south.

McKinney, Texas.—The Fort Worth, McKinney & Bonham Traction Co. has been organized by business men of McKinney, and surveys will be made to connect the three places. Those interested are J. S. Heard, J. P. Crouch, S. D. Heard, L. A. Scott, F. B. Pope, J. L. Lovejoy, J. L. White, R. L. Waddell, J. Perry Burrus and George Wilcox.

Meridian, Miss.—Large parties of engineers are reported working in Jasper, Simpson and Smith counties for the proposed Lake Stone Railway or Mississippi Great Western Railway, which, it is said, is to be built from Meridian via Louin, Mendenhall and Raleigh to Natchez, Miss., about 175 miles.

Miami, Fla.—Reported that construction will soon be resumed upon the extension of the Florida East Coast Railway, probably about September 1. J. R. Parrott is vice-president and general manager, and A. L. Hunt is engineer, both at St. Augustine, Fla.

Mobile, Ala.—The Mobile Gas Co. has been granted a franchise to build a railroad on Lawrence street from the north side of Lee street to the south side of Knox street, with permission to connect sidings into other properties.

Mount Sterling, Ky.—Mr. T. C. Beyland, vice-president of the Cincinnati, Kentucky & Virginia Railroad Co., 211 Railway Exchange, Chicago, writes the Manufacturers' Record that about 50 miles of survey is completed under W. D. Gerber, chief engineer, Yale, Ky., who is still in the field with a large engineering corps making additional surveys, securing right of way, etc. Line will be along or near the Licking River valley and through timber and coal lands of Eastern Kentucky. Date for receiving bids for construction not yet fixed. Another officer is reported as saying that the line will be 275 miles long, with branches. Right of way for 75 miles and some capital are secured.

Mountain Home, Ark.—W. L. Marshall, president of the Mountain Home & White River Railroad, is quoted as stating that surveys are made and right of way obtained for proposed line from Mountain Home to the Missouri Pacific Railway, 11 miles. Contracts will be awarded when capital is secured.

New Orleans, La.—The New Orleans Great Northern Railroad Co. has resumed construction on its line and will, it is reported, soon be operating into Monticello, Miss. It has not yet been announced whether work will be continued to Jackson, Miss. N. G. Pearsall is general manager at Covington, La. He writes the Manufacturers' Record that the company is not at present contemplating resumption of construction to Jackson.

Paris, Texas.—The Paris, Deport & South-eastern Railroad Co., which was organized several years ago but never incorporated, is reported to have appointed a committee to

consider plans for construction. The proposed route is from Paris via Deport to Rosalie, including Rugby, Bogota and Greenville. R. F. Scott is president; Geo. I. Terrell, John G. Wright and W. H. Grayson, vice-presidents. The committee consists of President Scott, A. P. Park and E. H. McCulston of Paris; J. H. Moore and J. W. Cunningham of Deport, H. C. Smiles of Rosalie and P. W. McCain of Bogota; capital \$100,000, of which about \$40,000 is subscribed.

Pineville, Mo.—Reported that the St. Louis & Oklahoma Southern Railroad Co. is building between Joplin, Mo., and Muskogee, Okla., and that grade is completed from Joplin to Tablequah, Okla. Line will run through to Honey Grove, Texas. J. N. Christensen of St. Louis is president and E. A. Peters of that city is vice-president.

Plainview, Texas.—W. W. Jones of Plainview, Texas, it is reported, represents Ohio capital which proposes to build an interurban electric railway from Amarillo, Texas, via Tulla, Plainview, Lockney, Floydada and Emma to Lubbock, Texas.

Quanah, Texas.—A. B. Axtell, chief engineer, will, it is reported, begin survey immediately for the proposed Quanah & Southwestern Railway from Quanah to Paducah and Floydada, Texas, and thence to either Roswell or Carlsbad, N. M.

Roby, Texas.—President W. A. Butts of the Estacado & Gulf Railroad Co., is reported as saying that the grade completed from Roby to McCaulley, Texas, on the Kansas City, Mexico & Orient Railway, is 14 miles long and grading is still in progress east of McCaulley. Entire line is to be from Roby to Coleman, Texas, about 100 miles. Capital and right of way are secured; surveys partly completed. T. H. Landon of Roby, Texas, is chief engineer.

Sanford, Fla.—The Sanford & Everglades Railroad Co., lately reported organized, will, it is said, build a line about 250 miles long from Sanford to Lake Okeechobee through Orange, Osceola, Brevard, St. Lucie, DeSoto and Dade counties; capital \$50,000. A. T. Rossiter is president, as previously reported. The company may also own and operate a boat line.

Shelbiana, Ky.—The Crescent Lumber Co. of Shelbiana is reported to have recently completed eight miles of railroad to connect with the Chesapeake & Ohio Railway.

Sparks, Ga.—Citizens of Sparks are reported to have let a contract to John R. Barfield of Unadilla, Ga., and R. L. Wilson of Cordele, Ga., to build a line from Sparks to connect with the Atlanta, Birmingham & Atlantic Railway, the new line for which charter has been asked, to be known as the Sparks Western Railroad. Ten miles are to be built and equipped this year. The Mayor may be able to give information.

Tampa, Fla.—Concerning report that the Seaboard Air Line would begin construction of track at its terminals at Grassy Island, Tampa, an officer of the road informs the Manufacturers' Record that it is expected that definite announcement can be made in two or three weeks.

Tampa, Fla.—President H. M. Atkinson of the Tampa Northern Railroad, with office at Atlanta, Ga., writes the Manufacturers' Record confirming the report that it is proposed to extend the road to Thomasville, Ga. Line is now operating from Tampa to Brooksville, Fla., 50 miles, but it is proposed to extend immediately from Brooksville to Dunnellon, Fla., approximately 35 miles. Construction from Dunnellon to Thomasville, 150 miles, will be taken up after line is completed to Dunnellon. Total length of line Tampa to Thomasville will be about 235 miles. Capt. W. B. Denham, general manager at Tampa, Fla., is in charge of construction.

Terrell, Texas.—The Texas Midland Railroad Co., it is reported, has been authorized to issue \$2,000,000 of 4½ per cent. bonds upon its line, 112 miles long between Paris and Ennis, Texas. It was recently reported that the company proposed to extend from Terrell via Canton to Tyler, Texas, about 65 miles. E. H. R. Green is president at Terrell, Texas.

Valdosta, Ga.—Tracklaying is reported under way on the Georgia & Florida Railway, about 10 miles being done, five miles from Valdosta and an equal amount out of Nashville, Ga.

Waco, Texas.—Stephen Turner, chief engineer of the Waco, Hamilton & Brownwood Railway Co., is reported as saying that the line will be about 132 miles long from Waco to Brownwood, Texas. Preliminary survey made, but right of way and capital are yet to be obtained. J. B. Baker of Waco, Texas, is president.

Waycross, Ga.—The Bailey Manufacturing Co., a lumber concern, will, it is reported,

soon resume tracklaying on the Waycross, Nashville & St. Mary's Railroad, which is being built to Nashville, Ga.

Waynesville, N. C.—Col. S. A. Jones of Waynesville, promoter of the Tennessee Coal Fields, South Atlantic & Transcontinental Railroad Co., is reported to have made financial arrangements for building the proposed line from Knoxville, Tenn., via Greenville, S. C., to a port on the Atlantic ocean, construction to begin this fall.

West Point, Va.—Col. C. P. E. Burgwyn of Richmond, Va., is reported to be about to begin a survey for a new railroad from West Point to Urbanna, about 25 miles. It is said that gasoline-electric motor cars will be used and that Northern capital is interested. J. C. Robertson of Richmond is also reported to be concerned. Later—Mr. Burgwyn advises the Manufacturers' Record that the survey is being made. Ultimately the line may build branches in the peninsula between the York and Rappahannock rivers as far down as New Point Comfort.

STREET RAILWAYS

Asheville, N. C.—The Asheville Electric Co. will, it is reported, build its extension to Beaver Dam.

Asheville, N. C.—Mr. R. S. Howland writes the Manufacturers' Record that nothing definite has been decided as to the construction of an inclined railway to Overlook Park.

Charlotte, N. C.—An official of the Southern Power Co. writes the Manufacturers' Record saying that the Charlotte Power Co. has been chartered, as reported, and a board of directors chosen, but no officers have been elected. The Southern Power Co. is a stockholder. At present plans are not to be announced.

Fairmont, W. Va.—The Fairmont & Clarksburg Traction Co. has sold \$400,000 of 5 per cent. first mortgage bonds to a Baltimore syndicate. Improvement may be made.

Georgetown, S. C.—H. C. Case, president of the Georgetown Electric Co., and Laurens Mouzon, manager of the electric-light plant, have, it is reported, petitioned the City Council for a street-railway franchise.

Helena, Ark.—Several capitalists are reported to be negotiating with the Helena Board of Trade to build a street railway. Address secretary of the Board of Trade, who can probably give information.

Little Rock, Ark.—An officer of the Little Rock Railway & Electric Co. writes the Manufacturers' Record denying the press report that an extension of the Pulaski Heights line to the Insane Asylum was contemplated. He says there was never an idea of doing this, as the asylum is now reached by the Highland Park division.

Mobile, Ala.—The American Securities Co., it is reported, contemplates building a street-car line to Pine Crest Cemetery. It will be about two miles long.

Raleigh, N. C.—The Carolina Power & Light Co. has been formed by the consolidation of the Raleigh Electric Co. of Raleigh, the Central Carolina Power Co. of Buckhorn and the Consumers' Light & Power Co. of Sanford, N. C. Double-tracking is to be done on Fayetteville street in Raleigh and the line on Martin street is to be extended to the Soldiers' Home. Charles E. Johnson of Raleigh is president; David Pepper, Jr., of Philadelphia and J. D. Mortimer of New York, vice-presidents; H. H. Dalton of New York, secretary and treasurer; H. H. Carr of Raleigh, general manager. James McKee, Jr., of Raleigh is purchasing agent. Directors are Charles E. Johnson and James E. Shepherd, Raleigh; J. D. Mortimer, J. E. Way, R. J. McLelland, G. J. Anderson and H. Dalton of New York, David Pepper, Jr., of Philadelphia and C. E. Smith of York, Pa.

Staunton, Va.—The electric-light and power and street-railway franchise just sold by the city was, it is reported, purchased by J. M. Spotts, president of the Blue Ridge Light & Power Co., already operating.

Steel Tipple for Canadian Mines.

The C. O. Bartlett & Snow Company of Cleveland, Ohio, has received an order through F. C. Greene, Cleveland, Ohio coal-mining engineer for the Crow's Nest Pass Coal Co., Fernie, B. C., for a complete steel tipple for that company's mines. The tipple is to have a capacity for handling 6000 tons coal per eight hours. Greene self-dumping car haul will be installed, as well as other of the engineer's special appliances, together with special machinery manufactured by the Bartlett & Snow Company. Considerable of the machinery will be purchased in Canada, and work will be pushed to completion. This plant is said to be of the largest capacity of any single tipple in North America.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Belting.—Metzger Mattress Co., Atlanta, Ga., wants prices on belting.

Blackboards.—C. B. Clark, treasurer Bradley School District No. 63, Bradley, Okla., wants prices on composition blackboards.

Boller.—G. W. Sentell, Bunkle, La., wants boiler; 60 inches by 16 feet; three-inch tubes; Hartford specifications.

Boller.—T. McDowell Street, Seneca, S. C., will want 75-horse-power return-tubular boiler.

Boller.—J. P. Alvey, chairman committee on school property, Galveston, Texas, will receive bids until August 20 for furnishing steam boiler for heating Alamo School. Contractors will be required to place boiler in proper position, make all necessary connections and place whole heating system in perfect order; bids to state kind and size of boiler to be furnished.

Brick.—See "Building Materials."

Bridge Construction.—Spartanburg County Commissioners, Spartanburg, S. C., will open bids August 22 for construction of three steel bridges; plans and specifications in office of County Commissioners; W. Frank West, supervisor; S. M. Bagwell, clerk of board.

Bridge Construction.—Bids will be received until September 7 for construction of iron bridge and abutments at Speedwell, Va. For information address A. L. Porter, Rural Retreat, Va.

Bridge Construction.—Board of Commissioners of Roads and Revenues of Floyd county, J. R. Cantrell, chairman, Rome, Ga., will open bids August 31 for construction of steel highway bridge across Etowah river; width of stream about 300 feet; approaches to be about 54x126 feet; bridge to be double-tracked and to have either stone or steel pillars, or combination of steel and concrete, and steel or wood stringers and rails; separate prices to be stated; to be built with capacity of 100 pounds to square feet for floor surface and 1000 pounds to linear foot of trusses. Plans and specifications, prepared by Champion Bridge Co., Wilmington, Ohio, on file in office of Commissioners at Rome. Two proposals to be submitted by each contractor, one on bridge adapted to point near Reynolds Switch, and other to point near Freeman's Ferry; certified check, \$1000; contract to be awarded September 8; J. F. Hillyer, clerk.

Broom Machinery.—P. G. Bowman, Sumter, S. C., wants prices on broom machinery and materials.

Building Materials.—W. O. Norris and associates, Charles Town, W. Va., want prices on pressed brick and stone for front of three-story office building.

Building Material.—Manhattan Construction Co., Guthrie, Okla., wants prices on Bedford stone, steel and iron work, marble and tile, etc., for \$150,000 convention hall.

Button Machinery.—O. L. Hardgrave, care of Melhado Sons, Truxillo, Spanish Honduras, Central America, wants names and addresses of manufacturers or agents for machine to make buttons from coconut shells and pearl clamshells.

Button Machinery.—M. T. Woodward, 1317 Coliseum street, New Orleans, La., wants addresses of makers of machinery for manufacturing pearl buttons from oyster shells.

Canning Machinery.—Piza Hermanos S. en. C., 31 Allen street, San Juan, Porto Rico, wants information and prices on machinery for preserving pineapple, in its juice or in syrups, in tin or glass or glazed vessels.

Canning Machinery.—Frank Rouse, Augusta, Ga., wants information and prices on canning machinery.

Cement Tile Machinery.—Zimmerman Steel Co., Lone Tree, Iowa, in market for cement tile machinery.

Concrete Culverts.—Bids will be received at office of Commissioners District of Colum-

bia (Henry B. F. MacFarland, Henry J. West and Jay J. Morrow), Washington, D. C., until August 22 for constructing concrete culverts aggregating 201 linear feet. Forms of proposals, specifications and necessary information may be obtained from chief clerk Engineering Department, Room 427 District Building, Washington, D. C.

Concrete Mixers.—John MacD. Greene, Drexel Building, Philadelphia, Pa., wants small concrete mixers with gasoline engines.

Derricks.—John MacD. Greene, Drexel Building, Philadelphia, Pa., wants stiff-leg derricks; 12-ton capacity.

Dredging.—United States Engineer Office, 1539 Louisiana avenue, New Orleans, La. Sealed proposals for dredging about 900,000 cubic yards in two lots between Vermilion bay and Mergentau river, Louisiana, will be received until September 8 and then publicly opened. Information on application; Wildurr Willing, First Lieutenant, Engineers.

Electrical Machinery.—North Attleboro Electric-light and Water Departments, North Attleboro, Mass., wants electric generator; 120 to 150 kilowatts, 2300 volts, 60-cycle, three-phase, belted; General Electric or Westinghouse preferred.

Electrical Pumps.—See "Pumping Machinery."

Electric-light Plant.—C. C. Durham, Pineville, Ky., wants data and estimates on electric-light plant for \$10,000 residence.

Electric-light Plant.—T. McDowell Street, Seneca, S. C., wants prices on direct-connected electric-lighting set for 1000-light plant.

Electric-light Plant.—Sand Mountain Electric Co., Albertville, Ala., in market for new or second-hand electric-light outfit; 75-kilowatt three-phase 60-cycle alternator (belted), with equipment and 3½ miles of transmission wire for town of 3000 population.

Electric Motors.—Metzger Mattress Co., Atlanta, Ga., wants prices on electric motors.

Electric Motors.—Lindler & Well, Cornelia, Ga., in market for alternating-current two-phase 60-cycle motors, second-hand in good operating condition, from 2 to 35 horse-power.

Electric Wiring.—See "Heating Equipment."

Engine.—See "Gasoline Engine."

Engine and Boiler.—Dixie Lumber Co., 1104 Stahlman Building, Nashville, Tenn., wants engine and boiler.

Engines.—See "Gasoline Engines."

Engines.—See "Gasoline Engines."

Engines.—See "Hoisting Engines."

Engines.—Office of Commissioners District of Columbia, Washington, D. C.—Sealed proposals will be received at this office until September 14 for furnishing two vertical compound engines at sewerage pumping station; forms, specifications and necessary information may be obtained from chief clerk, Engineering Department, Room 427 District Building, Washington, D. C.; H. B. F. MacFarland, Henry J. West, Jay J. Morrow, Commissioners District of Columbia.

Feltling Machinery.—See "Mattress Machinery."

Gasoline Engine.—J. W. Taylor, 610 Daisy street, Greensboro, N. C., in market for gasoline engine.

Gasoline Engines.—John MacD. Greene, Drexel Building, Philadelphia, Pa., wants gasoline engines. (See "Concrete Mixers.")

Gasoline Engines.—Office Commissioners District of Columbia. Sealed proposals will be received until September 5 for furnishing two motor trucks equipped with cooled gasoline engines; forms of proposals, specifications and necessary information obtained from the chief clerk, Engineering Department, Room 427 District Building, Washington, D. C.

Groceries.—See "Merchandise."

Heating Equipment.—Contract will be let August 31 for installation of heating apparatus in three-story brick courthouse to be erected at Canadian, Texas; T. B. Humphrey, Judge of Hemphill county. (See "Court-houses.")

Heating Equipment.—Bids will be opened September 4 for heating of chapel and academic building to be erected for Mississippi Agricultural and Mechanical College, Agricultural College, Miss.; A. J. Moore, secretary. (See "Government and State Buildings.")

Heating Equipment.—See "Boiler."

Heating Plants.—S. C. Rusmisse, president Board of Education, Buckhannon, W. Va., wants prices on heating plants for two schools costing \$50,000.

Heating Stoves.—L. N. Savedge, Alliance, Va., wants heater or stove for schoolroom.

Hoisting Engines.—John MacD. Greene, Drexel Building, Philadelphia, Pa., wants hoisting engines; double cylinder; single and double drum; with and without boilers; in good second-hand condition.

Iron Castings.—District Machine Works, 3204 K street N. W., Washington, D. C., wants to let contract for malleable-iron castings.

Iron Work.—See "Steel and Iron Work."

Levee Construction.—Board of Mississippi Levee Commissioners, Greenville, Miss., will open bids September 7 for construction of 1,250,000 cubic yards of embankment in Mississippi Levee District; plans, profiles and specifications can be obtained from C. H. West, chief engineer, at office of board; bids to be accompanied by forfeit of 3 per cent.

Levee Construction.—J. T. McClellan, president, and N. H. Lewis, secretary, Board of Commissioners Fifth Louisiana Levee District, Tallulah, La., will receive bids until August 20 at office of Board of State Engineers, Room 402 Cotton Exchange Building, New Orleans, La., for construction of following levee work: Wilson's Point Levee, East Carroll parish—Enlargement; contents, 50,000 cubic yards; deposit, \$300. Cottonwood Levee, East Carroll parish—Enlargement; contents, 23,000 cubic yards; deposit, \$120. Point Lookout Levee, East Carroll parish—Enlargement and new levee; contents, 115,000 cubic yards; deposit required, \$300; bond required, \$5700. Christmas Levee, Madison parish—Enlargement; contents, 100,000 cubic yards; deposit, \$325. Diamond Island Levee Topping, Madison parish—Contents, 55,000 cubic yards; deposit, \$210; bond required, \$2700. Rifle Point Levee, Concordia parish—Enlargement; contents, 120,000 cubic yards; deposit required, \$375. Minocra to Palo Alto Levee, parish of Concordia—Enlargement; approximate contents, 110,000 cubic yards; deposit required, \$350; bond required, \$5500. Cash or certified check to amount of deposit to accompany each proposal. Other information as to location, character of work, terms of payment, etc., also blank forms for proposals, may be obtained at office of Board of State Engineers at New Orleans, La., or of Mr. McClellan and Mr. Lewis, Tallulah, La.

Levee Construction.—Board of Commissioners, Orleans Levee District, Room No. 15 Masonic Temple, New Orleans. Sealed proposals will be received at this office until August 20 for construction of following work: Third District—Levee and reventment, from Louisa to Desire street; length about 650 feet; contents about 45,000 cubic yards of earth and about 35,000 feet board measure of crosscut lumber; bond \$10,000; deposit \$500. Levee and reventment, from Mazant to Poland street; length about 1000 feet; contents about 20,000 cubic yards of earth and about 55,000 feet board measure of crosscut lumber; bond \$15,000; deposit \$750. Fourth District—Levee, from Jackson avenue to 3d street; length about 1700 feet; contents about 20,000 cubic yards of earth; bond \$7500; deposit \$400. Levee, from 7th street to Louisiana avenue; length about 2100 feet; contents about 100,000 cubic yards of earth; bond \$20,000; deposit \$1000. For plans, specifications, bidder's blanks and further information, call at this office; Jules C. Koenig, president; Peter E. Muntz, secretary.

Loader and Skidder.—McKell Richardson Hardware Co., Washington, N. C., in market for 20 or 25-horse-power loader and skidder.

Lubricants.—H. Eugene Fant & Son, R. F. D. No. 3, Seneca, S. C., wants samples and dealers' prices on lubricants, oils, greases, axle grease, etc.

Lumber, etc.—Bids will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until September 8 for furnishing lumber, piles, steel, iron, dredge plin, iron pipe and fittings, valves, flexible joints, etc. Blanks and general information relating to Circular No. 461 may be obtained at above office or offices of assistant purchasing agents, 24 State street, New York; Custom-house, New Orleans; 1086 North Point street, San Francisco, Cal.; also from U. S. Engineer office in following cities: Seattle, Wash.; Los Angeles, Cal.; Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit, Milwaukee, Chicago, St. Louis, Chattanooga, Louisville, Mobile and Galveston; Business Men's League, Kansas City; Chamber of Commerce, Quincy, Ill., and Chamber of Commerce and Board of Trade, Tacoma, Wash.; F. C. Boggs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Marble and Tile.—See "Building Material."

Mattress Machinery.—Metzger Mattress Co., Atlanta, Ga., wants prices on felting and filling machines for mattress-making.

Merchandise.—H. Eugene Fant & Son, B.

F. D. No. 3, Seneca, S. C., wants samples and dealers' prices on groceries, tobacco, oils, greases, etc.

Meters.—See "Water-works Equipment."

Motor Trucks.—See "Gasoline Engines."

Novelties.—See "Wooden Novelties."

Oil Mill.—J. M. Kmarivala, 1523 Raja Mehta street, Ahmedabad, India, wants plans, specifications and estimates on cotton-seed oil mill; 20 tons capacity in 8 hours and 20 tons in 20 hours.

Paving.—Baltimore (Md.) Board of Awards, care of J. Sewell Thomas, City Register, will receive bids until August 19 to grade, curb and pave with sheet asphalt, asphalt block or bitulithic North avenue from Washington to Gay street; specifications and proposal sheets furnished on application to Department of Public Improvements, Subdepartment of B. T. Fendall, City Engineer.

Paving.—W. S. Phillips, Mayor, and Board of Councilmen, Dublin, Ga., will receive bids until September 3 for furnishing material and labor for 17,200 square yards of street paving (vitrified brick, wood block or bitulithic will be considered), with necessary curbing as specified; certified check \$1200; plans and specifications on file at office of E. D. White, Jr., City Clerk, and specifications will be mailed upon application to H. S. Jaudon & Goss, Box 582, Savannah, Ga.

Paving Stone.—City of Mannington, C. P. Faulkner, Recorder, Mannington, W. Va., wants addresses of quarriers or dealers in curbstones for paving.

Pearl-button Machinery.—See "Button Machinery."

Pipe Covering.—G. W. Sentell, Bunkie, La., wants pipe covering.

Piping.—See "Water-works Equipment."

Piping.—Coronet Phosphate Co., H. E. Memminger, assistant manager, Lakeland, Fla., wants 1500 feet six-inch cast-iron pipe and 400 feet eight-inch pipe; company's New York office at 99 John street.

Piping.—Board of City Commissioners will receive bids at office of John D. Kelley, City Secretary, Galveston, Texas, until August 20 for furnishing f. o. b. Galveston following material: 25 tons 8-inch cast-iron water pipe, bell and spigot pattern; three 6x8 tees; two 8x8 crosses; two 6x8 reducers; all of above to be guaranteed for 130 pounds pressure and 300 feet head; bond in sum of 50 per cent. of contract price; certified check, \$250; H. C. Lange, Water-works and Sewerage Commissioner; A. S. Drewry, Superintendent of Water-works and Sewerage.

Piping.—Greenville, Texas, will buy 2700 feet eight-inch cast-iron water pipe and 2600 feet six-inch iron pipe. Address W. A. Frazer, City Clerk. (See "Water-works Supplies.")

Piping.—J. W. Ford, Mayor, Poplarville, Miss., will want prices on iron pipe.

Planer.—J. W. Taylor, 610 Daisy street, Goldsboro, N. C., in market for planer.

Planing Machinery.—Dixie Lumber Co., 1104 Stahlman Building, Nashville, Tenn., wants general planing-mill machinery.

Preserving Machinery.—See "Canning Machinery."

Pulleys, etc.—Metzger Mattress Co., Atlanta, Ga., wants prices on pulleys and shafting.

Pump.—Sydnor Pump & Well Co., 1310 East Main street, Richmond, Va., wants quotations on centrifugal or rotary pump (Brooks) to handle licorice; 14-inch suction and discharge; 4-foot suction, 6-foot discharge lift; state speed, capacity and weight.

Pumping Machinery.—Burns & Co., 705 Isabella Building, Chicago, Ill., in market for electrically-operated pumping machinery.

Pumps.—See "Water-works Supplies."

Rails.—L. F. Hobbs, Box 483, Norfolk, Va., wants three and one-half miles 30-pound relays; North Carolina delivery.

Rails.—Geo. P. Lyon Excelsior Co., Woodford, Va., wants four tons 20-pound steel rails with track fastenings.

Rails.—Jos. E. Bowen, Bank of Commerce Building, Norfolk, Va., in market for 100 tons 30-pound relaying steel rails for North Carolina delivery; also 50 tons 25-pound relaying steel rails for Norfolk delivery.

Rails.—McKell-Richardson Hardware Co., Washington, N. C., in market for one mile of 30-pound relaying rails; would lease for 18 months.

Rails.—Coronet Phosphate Co., H. E. Memminger, assistant manager, Lakeland, Fla., wants 100 gross tons 56-pound steel rails; company's New York office at 99 John street.

Reservoir Construction.—See "Water-works Supplies."

Road Construction.—Supervisors of Russell county, Lebanon, Va., will open bids August

20 for construction of 10 miles of macadam roads; plans and specifications on file in office of R. G. Fletcher, clerk.

Road Improvements.—Washington County Commissioners, Hagerstown, Md., will open bids August 18 for improving road between Blue Ridge and the Germantown road, work including grading and macadamizing of about one mile of road; proposals to be made on blank forms furnished by State Geological Survey Commission, to be obtained through its office in Baltimore, Md.; certified check, \$200; Jno. E. Wagaman, clerk.

Rope.—G. W. Sentell, Bunkie, La., wants tallow-laid manila rope, one-inch, four-ply.

Saw.—J. W. Taylor, 610 Daisy street, Goldsboro, N. C., in market for band saw.

Sawmill.—W. D. Simmons, Circleville, W. Va., wants light portable sawmill.

School Furniture.—C. B. Clark, treasurer Bradley School District No. 63, Bradley, Okla., wants prices on school furniture.

Seating.—S. C. Rusmisse, president Board of Education, Buckhannon, W. Va., wants prices on seating for two schools costing \$50,000.

Sewer Construction.—See "Water-works, etc."

Sewer Construction.—W. D. Wagner, Mayor, City Hall, Dalhart, Texas, will receive bids until August 18 for furnishing materials and labor necessary to construction of sanitary sewer system; plans and specifications on file; certified check, \$500.

Sewing Machinery.—See "Shirt Machinery."

Shirt Machinery.—M. L. Smith, 106 North Mulberry street, Hagerstown, Md., wants power shirt machinery; sitcher, button-holer, sleeve and button sewer.

Shook Machinery.—C. B. Lane, Crewe, Va., wants addresses of makers of shook machinery.

Steam Shovel.—John MacD. Greene, Drexel Building, Philadelphia, Pa., wants No. 6 or No. 1 Thew steam shovel or Vulcan traction shovel with three-quarter-yard dipper; good second-hand condition.

Steel and Iron Work.—Manhattan Construction Co., Guthrie, Okla., wants prices on steel and iron work for \$150,000 convention hall. (See "Building Material.")

Steel Tank.—See "Tanks and Tower."

Stone.—See "Building Material."

Stone.—See "Building Materials."

Tank.—W. D. Simmons, Circleville, W. Va., wants portable water tank for threshing purposes.

Tanks and Tower.—Coronet Phosphate Co., H. E. Memminger, assistant manager, Lakeland, Fla., wants tank of 20,000 gallons capacity and tower 100 feet high; also steel oil-storage tank of 5000 barrels capacity; tanks and tower to be erected complete; company's New York office at 99 John street.

Tobacco.—See "Merchandise."

Vacuum-cleaning System.—Bids will be received at office of committee on buildings, B. T. Galloway, chairman, United States Department of Agriculture, Washington, D. C., until September 8 for installation of vacuum-cleaning system of two laboratory buildings for United States Department of Agriculture, in accordance with drawings and specifications, copies of which may be obtained at discretion of Mr. Galloway.

Viaduct Construction.—D. Lee Wardroper, civil engineer, 810 Candler Building, Atlanta, Ga., will receive bids until August 20 for construction of reinforced concrete viaduct on Ponce de Leon avenue, Druid Hills, Atlanta; certified check, \$300, payable to Forrest & George Adair; viaduct will be 125 feet long, 61 feet wide and 30 feet above surface of ground at highest point. Plans and specifications may be obtained from Mr. Wardroper.

Water Main.—Board of City Commissioners, Galveston, Texas, will open bids August 27 for furnishing material and constructing cast-iron water main across Galveston ship channel from pier No. 14 to U. S. Government dyke; will require about 1500 linear feet of cast-iron pipe, to be submerged to depth of 42 feet below mean low tide; work to be in accordance with plans and specifications prepared by A. T. Dickey, City Engineer, and furnished on application; proposals to be submitted for construction of main with both six and eight-inch cast-iron water-piping; certified check for 5 per cent. of amount of bid, based on amount bid for complete construction of eight-inch water main; H. C. Lange, Commissioner of Water-works and Sewerage; John D. Kelley, City Secretary.

Water-works, etc.—Bids will be received at office of L. J. Fleming, Constructing Quartermaster, Fort Sam Houston, Texas, until September 3 for construction of water, sewer

and drainage systems for new cavalry addition; bidders to furnish names and addresses of manufacturers of materials to be used; plans and specifications on file at above office.

Water-works Equipment.—Pure Spring Water Co., A. S. Bell, architect and engineer, City Bank Building, Wheeling, W. Va., wants prices on cast-iron pipe, gate valves, meters and fireplugs.

Water-works Supplies.—Baltimore (Md.) Board of Awards will receive bids at office of J. Sewell Thomas, City Register, until August 19 to furnish and deliver gate valves, check valves and sluice gates for gatehouse at new high-service reservoir, according to plans and specifications, which may be obtained at office of Alfred M. Quick, Water Engineer, City Hall; certified check, \$500.

Water-works Supplies.—Greenville, Texas,

will buy new water pumps and machinery, 2700 feet eight-inch cast-iron water pipe, 26,300 feet six-inch cast-iron pipe, 95 six-inch hydrants, 21 six-inch gate valves, four eight-inch gate valves, 25 gate boxes, 18 tons specials; will construct 100,000-gallon reservoir. Address W. A. Frazer, City Clerk.

Well Drilling.—Police Jury of Catahoula parish, Harrisonburg, La., will open bids October 5 for drilling four-inch artesian well. Bids to be sent to clerk of Police Jury; H. W. Bethard is secretary.

Wooden Novelties.—M. B. Egan, Summer-ville, S. C., wants addresses of manufacturers of wooden novelties for souvenir trade.

Woodworking Machinery.—See "Shook Machinery."

Woodworking Machinery.—See "Saw" and "Planer."

INDUSTRIAL NEWS OF INTEREST

Contract for Drill Barge.

The Maryland Steel Co. of Sparrows Point, Md., has received contract from the Istman Canal Commission to build a submarine rock-drill barge costing \$34,000.

To Represent Wemlinger Company.

The Williams Engineering & Supply Co., 213 Machea Building, New Orleans, La., will represent the Wemlinger Corrugated Steel Piling Co. of New York, besides being agent for the S. Keighley Metal Gelling & Manufacturing Co. of Pittsburg, Pa.

A Reinforced Concrete Fence.

The Turner Construction Co., 11 Broadway, New York, has received a contract from the Long Island Railroad Co. for the construction of about 1000 feet of reinforced concrete fence; fence to be three feet six inches high, of reinforced concrete throughout.

Overhauled Machinery at Low Prices.

A large stock of overhauled machinery is offered at low prices by the Mallory Machinery Co., 308 South Charles street, Baltimore, Md. It comprises steam boilers and engines, steam pumps, storage and pressure tanks, air compressors, gas engines, printing presses, machine tools, belting, etc.

Southern-Built Dynamos and Motors.

The Kentucky Electrical Co., Owensboro, Ky., recently mentioned as a manufacturer of incandescent lamps, also builds dynamos and motors. Its generators are built in sizes from 1½ to 30 kilowatts, while the motors range from 2 to 35 horse-power. The machines are either compound or shunt wound for 125, 220 or 500 volts, direct current.

Pipe Foundry for Sale.

Manufacturers have an opportunity to purchase or operate under lease a new foundry at Huntington, W. Va. The plant has modern buildings and machinery for manufacturing solipipe and fittings, natural gas being used as power, and the shipping facilities are all that could be desired. Full information can be obtained from J. F. Weathers & Co., 1326 Broadway, New York.

New Equipment for Lowell Plant.

The Lowell Electric Light Corporation, Lowell, Mass., has contracted with the Stone & Webster Engineering Corporation of Boston, Mass., for the purchase of a complete stoker equipment, a second-stage feed-water heater, turbine ventilator and various minor equipment to be installed by the contractor in the new 3000-kilowatt station at Lowell which it recently built.

Baltimore's Watchman's Clock Specialist.

Among the leading enterprises of Baltimore, Md., is the establishment of Lewis E. Kaiser, at No. 4 East German street. He is a specialist in the construction and repair of watchman's clocks, besides being prepared to reconstruct and repair all kinds of clocks, of antique or modern pattern, and is the Southern agent of the Newman Clock Co. and the Timekeeper Company, both of Chicago, and the Nanz Clock Co. of New York. Mr. Kaiser has had 20 years' experience in clock manufacture and repair, and was for several years of H. Bealmeier & Co., Baltimore.

New Pressed Radiators.

A new way of making radiators for steam and hot-water heating is announced by the Pressed Radiator Co. of Pittsburg, Pa. The new radiator, instead of being made up of a set of iron castings, consists of a light but rigid sheet-metal structure, fashioned and assembled by improved machinery. Each section is made up of a pair of the metal sheets, dished or "pressed" to the required

shape and joined by an impervious seam capable of withstanding the steam or water pressure without leaking in service. The completed section is then heavily galvanized inside and out. Pressed radiators are smaller and lighter than cast-iron radiators, and on account of their lightness are cheaper to install. Another advantage is that the comparatively thin walls permit them to heat and cool very quickly.

Atlanta Agent of Berger Metal Products.

J. H. Deering, district sales agent at Atlanta for the Berger Manufacturing Co. of Canton, Ohio, has moved his offices to 207 Prudential Building, Atlanta, Ga. Berger products include metal ceiling, sheet-metal roofing and siding, architectural sheet-metal work generally, etc. Mr. Deering has made several large sales recently, including Berger prong-lock steel studs and expanded metal laths for the Masonic Temple at Jacksonville, Fla., F. P. Helfner, general contractor, being the purchaser. This building will require 40,000 linear feet of studs and 5000 yards of laths. Another contract was for studs and laths for the Bisbee Building, also of Jacksonville, W. T. Hadlow being the contractor; this building requires 2200 linear feet of studs and 2500 yards of laths.

To Soften and Purify Water.

The Youngstown (Ohio) Sheet & Tube Co. has contracted with the Wm. B. Scaife & Sons Company, Pittsburg, Pa., for an addition to present 15,000-horse-power water softening and purifying system, to provide for 8000-horse-power boilers being added for operation of new blast furnaces. The present water-softening and purifying system is of We-Fu-Go intermittent type, and consists of four large treating and settling tanks and four mechanical gravity filters. When the additional apparatus is installed the system will consist of six large treating and settling tanks and seven mechanical gravity filters, and the total capacity will provide for 23,000-horse-power boilers, or 92,000 gallons of water per hour. Since natural waters are rarely if ever found pure, water softening and purifying systems become a necessity for greatest economy. Steam users are beginning to pay more and more attention to the water fed into their boilers, thereby effecting savings in fuel, labor for cleaning boilers, doing away with the use of compounds and reducing repair bills. Some recent contracts taken by the Wm. B. Scaife & Sons Company of Pittsburg were: Tennessee Coal, Iron & Railroad Co., 35,000 horse-power; Shenango Furnace Co., 8000 horse-power; American Steel & Wire Co., 25,000 horse-power, and Woodward Iron Co., 10,800 horse-power.

New A. H. White Roofing Plant.

The A. H. White Company, Ltd., New Orleans, La., has practically completed and will soon operate its new plant, double the capacity of the one destroyed by fire in April. This new plant occupies the original site, advantageously located between the Illinois Central Railway and the New Basin canal, enabling the company to receive materials by water and rail. The company uses prehistoric clamshells (found in immense beds on the banks of bayous and lakes in the lower coast country) extensively for concreting and other purposes where gravel is elsewhere employed. The roofing manufactured by the White Company is finished complete for use, and any intelligent labor can lay it without heating kettles or other appliances. This puts composition gravel roofing within reach of the farmer, and as the composition of the roof is specially adapted to the Southern climate, it is extensively

[Continued on Page 63.]

PROPOSALS INVITED FOR CONSTRUCTION WORK.

Details regarding construction work, proposals invited, etc., noted in the following list, will be found in this and recent issues of the MANUFACTURERS' RECORD and the DAILY BULLETIN OF THE MANUFACTURERS' RECORD.

* Indicates that the item has appeared in our "Machinery, Proposals and Supplies Wanted" department.

Date to open bids. (When date is not given it has not been fixed.)		Published in— Daily Bul- letin. Manu- facturers' Re- cord.
BRIDGES, CULVERTS, VIADUCTS.		
	Toll Bridge, Farmers, Ky.....	June 26 July 2
	19 Bridges, Chickasha, Okla.....	July 13 July 16
	Concrete Culvert, Pine Bluff, Ark.....	July 13 July 16
Aug. 20	*County Commissioners, Durant, Okla.....	July 30 Aug. 6
	*Fayetteville, N. C.....	July 30 Aug. 6
Aug. 18	*Salisbury, Md.....	Aug. 1 Aug. 6
Sept. 7	*Iron Bridge, Speedwell, Va.....	Aug. 6 Aug. 13
Aug. 20	*Reinforced Concrete Viaduct, Atlanta, Ga.....	Aug. 8 Aug. 13
Aug. 22	*Three Steel Bridges, Spartanburg, S. C.....	Aug. 11 Aug. 13
Aug. 22	*Concrete Culverts, Washington, D. C.....	Aug. 10 Aug. 13
	*Steel Bridge, Rome, Ga.....	Aug. 12 Aug. 13
ELECTRIC PLANTS.		
	*Electric-light Plant, Burkesville, Ky.....	June 26 July 2
	*Electric-light System, Washington, D. C.....	June 27 July 2
Sept. 1	Russellville, Ala.....	July 31 Aug. 6
MISCELLANEOUS CONSTRUCTION WORK.		
	Torpedo Ships, Charleston, S. C.....	July 2 July 9
Aug. 19	*Electric Wiring, etc., Petersburg, Va.....	July 13 July 16
Aug. 31	*Electric Conduits, Wiring, etc., Little Rock, Ark.....	July 14 July 16
Aug. 15	*Concrete Chimney, Dallas, Texas.....	July 29 July 30
Aug. 24	*Levee, New Orleans, La.....	July 28 July 30
	*Heating Plant, Washington, D. C.....	July 30 Aug. 6
	*Heating Plant, Grenada, Miss.....	Aug. 3 Aug. 6
Aug. 18	*Concrete Dam, Front Royal, Va.....	Aug. 5 Aug. 6
Aug. 25	Levee, Alexandria, La.....	Aug. 11 Aug. 13
Sept. 7	*Levee, Greenville, Miss.....	Aug. 11 Aug. 13
Aug. 20	*Levee, Tallulah, La.....	Aug. 11 Aug. 13
Sept. 8	Intercoastal Canal, Gueydan, La.....	Aug. 12 Aug. 13
Aug. 20	Levees, New Orleans, La.....	Aug. 12 Aug. 13
ROAD AND STREET IMPROVEMENTS.		
	Concrete Sidewalk, Batesville, Miss.....	July 2
	Granitoid, Louisville, Ky.....	June 29 July 2
	Granite Blocks, Richmond, Va.....	July 1 July 2
	Concrete Sidewalks, Ruston, La.....	June 26 July 2
	Paving and Sewers, Guyandotte, W. Va.....	July 13 July 16
	Paving, Beaumont, Texas.....	July 14 July 16
	Cement Sidewalks, Tusculuma, Ala.....	July 22 July 23
Aug. 14	Grade, Asphalt, etc., Memphis, Tenn.....	July 22 July 23
	Concrete Paving, Henderson, Ky.....	July 21 July 23
	*Street Improvements, Fayetteville, N. C.....	July 24 July 30
Aug. 15	*Hot Springs, Ark.....	July 29 July 30
Aug. 15	*Road, Jacksboro, Tenn.....	July 28 July 30
	*One Mile Concrete Pavement, Columbia, Tenn.....	Aug. 1 Aug. 6
Aug. 24	*Macadam, Fort Barrancas, Fla.....	Aug. 3 Aug. 6
Aug. 30	*Street Paving, San Antonio, Texas.....	Aug. 5 Aug. 6
Aug. 18	*Macadamizing, etc., Hagerstown, Md.....	Aug. 6 Aug. 13
	Street Paving, Anniston, Ala.....	Aug. 10 Aug. 13
Aug. 19	*Street Asphalt, etc., Baltimore, Md.....	Aug. 10 Aug. 13
Sept. 1	Street Paving, etc., Beaumont, Texas.....	Aug. 10 Aug. 13
Aug. 20	*Macadam Roads, Lebanon, Va.....	Aug. 10 Aug. 13
Sept. 3	*Street Paving, etc., Dublin, Ga.....	Aug. 11 Aug. 13
	Street Paving, Salem, W. Va.....	Aug. 11 Aug. 13
	Macadamizing, etc., Nashville, Tenn.....	Aug. 12 Aug. 13
SEWER CONSTRUCTION.		
	Two Miles Main, Winston-Salem, N. C.....	June 27 July 2
	Sewers and Paving, Guyandotte, W. Va.....	July 13 July 16
	System, Fitzgerald, Ga.....	July 14 July 16
	*Sewer Laterals, Muskogee, Okla.....	July 27 July 30
Aug. 14	*Sewer, Part of Comprehensive System, Louisville, Ky.....	July 23 July 30
Aug. 21	*Sewer, Part of Comprehensive System, Louisville, Ky.....	July 23 July 30
	System for School, Taylor, Texas.....	July 23 July 30
	Sewer System, Newton, Miss.....	July 28 July 30
Sept. 1	House Sewers, Vicksburg, Miss.....	July 28 July 30
Aug. 17	*Pipe Sewers, Washington, D. C.....	July 31 Aug. 6
Sept. 3	Sewer System, etc., Fort Sam Houston, Texas.....	Aug. 7 Aug. 13
Aug. 18	*Sanitary System, Dahlhart, Texas.....	Aug. 8 Aug. 13
	Jail System, Prentiss, Miss.....	Aug. 12 Aug. 13
WATER-WORKS.		
	Extension Mains, Fitzgerald, Ga.....	July 14 July 16
	System for School, Conway, Ark.....	July 22 July 23
	*Richlands, Va.....	July 23 July 30
Aug. 14	*De Puntak Springs, Fla.....	July 30 Aug. 6
Sept. 1	Russellville, Ala.....	July 31 Aug. 6
Aug. 24	*Fort Barrancas, Fla.....	Aug. 3 Aug. 6
Aug. 29	*Clarksdale, Miss.....	Aug. 4 Aug. 6
Sept. 3	Water System, Fort Sam Houston, Texas.....	Aug. 7 Aug. 13
Aug. 27	Water Mains, etc., Galveston, Texas.....	Aug. 10 Aug. 13
Oct. 5	*Artesian Well Drilling, Harrisonburg, La.....	Aug. 11 Aug. 13
APARTMENT-HOUSES.		
Sept. 1	Thomas, W. Va.....	Aug. 12 Aug. 13
BANK AND OFFICE BUILDINGS.		
Jan.	Grande & Grande, Chatom, Ala.....	June 19 June 25
	Empire Construction Co., Birmingham, Ala., \$350,000.....	July 2 July 9
Sept. 1	People's Bank & Trust Co., Selma, Ala.....	July 16 July 23
	National City Bank, Birmingham, Ala.....	July 28 July 30
	First National Bank, Coeburn, Va.....	Aug. 12 Aug. 13
CHURCHES.		
	Chattanooga, Tenn., \$12,000.....	June 18 June 25
	Mobile, Ala., \$78,000.....	June 18 June 25
	First Baptist Church, Paris, Ky.....	July 13 July 16
Aug. 10	Stamford, Texas.....	July 29 July 30
Aug. 15	San Antonio, Texas.....	July 29 July 30
Sept.	Bishopville, S. C., \$15,000.....	July 30 Aug. 6
	Washington, D. C., \$50,000.....	Aug. 3 Aug. 6
Aug. 15	Water Valley, Miss.....	Aug. 8 Aug. 13

Date to open bids.
(When date is
not given it has
not been fixed.)

		Published in— Daily Bul- letin. Manu- facturers' Re- cord.
COURTHOUSES.		
	Martinsburg, W. Va.....	July 15 July 16
Aug. 17	Salem, Va., \$50,000.....	July 31 Aug. 6
Aug. 31	Canadian, Texas.....	Aug. 6 Aug. 13
Sept. 15	Nashville, Tenn., Remodeling, etc.....	Aug. 11 Aug. 13
	Prentiss, Miss.....	Aug. 12 Aug. 13
GOVERNMENT AND STATE BUILDINGS.		
Aug. 19	U. S. Postoffice, etc., Extension, Petersburg, Va.....	July 13 July 16
Aug. 25	Library Addition, Richmond, Va.....	July 16 July 23
Aug. 26	Power-houses, Wheeling, W. Va.....	July 31 Aug. 6
Sept. 30	U. S. Postoffice, etc., Cape Girardeau, Mo.....	Aug. 1 Aug. 6
Sept. 14	U. S. Postoffice, St. Louis, Mo.....	Aug. 3 Aug. 6
Aug. 15	Administration Building, etc., Washington, D. C.....	Aug. 4 Aug. 6
Sept. 4	Coal Shed, etc., Fort McRee, Fla.....	Aug. 8 Aug. 13
Aug. 18	Department of Agriculture, Washington, D. C.....	Aug. 10 Aug. 13
Sept. 1	Laboratory, Washington, D. C.....	Aug. 10 Aug. 13
Sept. 17	Bond Vault, Washington, D. C.....	Aug. 11 Aug. 13
HOTELS.		
	Pensacola (Fla.) Hotel Co., \$275,000.....	June 20 June 25
Aug. 22	Port Arthur (Texas) Hotel Co., \$125,000.....	Aug. 1 Aug. 6
MISCELLANEOUS STRUCTURES.		
	Masonic Temple, Brewton, Ala.....	June 29 July 2
Aug. 20	Jail, Accomac, Va.....	July 23 July 30
Aug. 24	Jail, Cedartown, Ga.....	Aug. 3 Aug. 6
Aug. 15	Pecos (Texas) Mercantile Co.....	Aug. 4 Aug. 6
Sept. 7	Jail, Hernando, Miss.....	Aug. 10 Aug. 13
	Anahuac, Texas; plans, not bids.....	Aug. 11 Aug. 13
MUNICIPAL BUILDINGS.		
	City Market, Beaumont, Texas.....	July 14 July 16
	Jail Addition, Baltimore, Md.....	Aug. 7 Aug. 13
SCHOOLS.		
	Attalla, Ala.....	June 29 July 2
	Fort Worth, Texas.....	July 11 July 16
	Wise, Va.....	July 17 July 23
Aug. 15	Two Buildings, Radford, Va.....	July 22 July 23
Aug. 20	Plans, not bids, Natchez, Miss.....	July 27 July 30
	Richmond, Ky.....	July 23 July 30
Aug. 14	De Puntak Springs, Fla.....	July 30 Aug. 6
Aug. 14	Montevallo, Ala.....	July 31 Aug. 6
	Baton Rouge, La.....	Aug. 1 Aug. 6
Sept. 1	Charleston, Miss.....	Aug. 4 Aug. 6
Aug. 15	Lynchburg, Va.....	Aug. 4 Aug. 6
Aug. 19	Baltimore, Md.....	Aug. 6 Aug. 13
Sept. 1	Buckhannon, W. Va.....	Aug. 6 Aug. 13
Sept. 1	El Paso, Texas; plans, not bids.....	Aug. 6 Aug. 13
Sept. 4	New Orleans, La.....	Aug. 8 Aug. 13
Aug. 28	Chapel, etc., Agricultural College, Miss.....	Aug. 10 Aug. 13
	Union Point, Ga.....	Aug. 12 Aug. 13
WAREHOUSES.		
	Childersburg, Ala. (Cotton).....	June 26 July 2
Aug. 20	Pensacola, Fla.....	Aug. 4 Aug. 6

[Continued from Page 62.]

sively used. While compared with Eastern roofing plants this is not as extensive as some of them, it is important as one of the growing industrial plants of the New Orleans section, and is said to be the only one in the South manufacturing a similar kind of high-grade composition roofing. In this manufacture crushed clamshells are firmly fixed to the surface of asphalted paper, saturated and coated and throughout manipulated according to the White Company's own process. The under side of the roofing is made watertight by surfacing with a rubbery substance. The durability and fire-retardant qualities of this material were demonstrated by the merely charred rolls of finished roofing in the company's own fire.

TRADE LITERATURE.

Engine, Cars and Logging Wagons.

The Newell traction engine, cars and logging wagons are briefly described and illustrated in a mailing folder distributed by Messrs. Newell & Allen of Birmingham, Ala. This firm is prepared to furnish equipments to lumber manufacturers for mill and development work, and offers equipments that combine the desirable factors of efficiency, capacity and durability. One of the illustrations in the folder represents a train of three cars and engine, with a total capacity of 20 to 24 cubic yards of material. This equipment is especially adapted for hauling crushed stone, gravel, etc.

The Northern Cranes.

The Northern Engineering Works, Detroit, Mich., has issued a booklet of Northern cranes, illustrating in condensed form, by means of about 40 cuts, many of the designs of electric traveling cranes, hand-power cranes, electric hoists, etc., made by the company. The booklet may be used as a reminder to those who wish to keep before them a condensed memorandum of the types of Northern cranes in greatest demand, and as showing the varied application of these cranes over a wide range of service, thus assisting in determining wants which can be more fully determined by consulting the larger Northern catalogues and bulletins.

FINANCIAL NEWS

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,
Baltimore, Md., August 12.

There was a moderate amount of business in the Baltimore stock market during the past week, and prices were well sustained, with some advances at the end of the period.

In the trading United Railways common sold at 11; the trust certificates at 11¼ to 11½; the income bonds at 54; the funding 5s from 79½ to 81½; the funding scrip at 79½ to 80½; United 4s, 87½ to 88; Consolidated Gas, Electric Light & Power common, 22¼ to 23; do. preferred, 70 to 71; do. 4½s, 76½; Consolidated Gas 6s, 102¾ to 102½; do. 4½s, 93 to 93½; do. 5s, 100; Seaboard Company common, 7¼; do. first preferred, 33; do. second preferred, 13½ to 13; Seaboard Air Line preferred, 10; Seaboard 4s, 60 to 59½; do. three-year 5s, 94; Consolidated Cotton Duck preferred, 24½ to 25; Mt. Vernon-Woodberry Cotton Duck 5s, 78½ to 78¼, reacting to 78¾; G. B. S. Brewing incomes, 15¼; do. firsts, 45¼ to 46.

Bank stocks sold as follows: Citizens', 33½ to 33¾; Merchants', 165; Union, 120; Western, 34½; Maryland, 18. Maryland Casualty was traded in at 66¼, and Fidelity & Deposit at 125¾.

Other securities were traded in thus: Atlantic Coast Line of Connecticut stock, 220; Northern Central Railway stock, 93; Houston Oil common, 8½ to 8¾; Atlantic Coast Line consolidated 4s, 94 to 94¼; Atlanta Consolidated Street Railway 5s, 103½ to 104; Detroit United 4½s, 69; Georgia, Carolina & Northern 5s, 101¾ to 102¼; Maryland & Pennsylvania incomes, 61; Baltimore Traction (North Baltimore division) 5s, 113½; Richmond

Traction 5s, 102; South Bound 5s, 102½; Lake Roland Elevated 5s, 115½; Central Railway (Baltimore) extension 5s, 110½; City & Suburban (Baltimore) 5s, 108½; West Virginia Central 6s, 102½ to 103; Baltimore City 3½s, 1928, 96; do. do. 1930, 96; do. 3½s, 1927, 90; Atlantic Coast Line preferred, 97½; Baltimore City 5s, 1916, F. L., 106½; City & Suburban (Washington) 5s, 100½; Knoxville Traction 5s, 104; Virginia Century, 90½; Baltimore Traction first 5s, 109½; Norfolk Railway & Light 5s, 92; Virginia Midland 5th, 104; Georgia Pacific first 6s, 110½; Lexington Railway 5s, 94; Colorado Southern 4s, 91½; Houston Oil preferred, 40; Virginia Electric Railway & Development 5s, 98; Carolina Central 4s, 86.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended August 12, 1908.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast of Conn.	100	215	225
Seaboard Co. Com.	100	7	7½
Seaboard Co. 1st Pfd.	100	30	
Seaboard Co. 2d Pfd.	100	12½	13
United Rys. & Elec. Co.	50	103½	111½
Western Maryland.	50	63	74
Bank Stocks.			
Citizens' National Bank	10	33½	
Far. & Mer. National Bank	40		45
First National Bank	100	120	
German-American Bank	100	167½	
German Bank	100	101	
Mechanics' National Bank	100	165	168
National Bank of Baltimore	100	110	115
National Bank of Commerce	15	25	
National Howard Bank	19	12½	
National Marine Bank	30	38	
National Mechanics' Bank	10	25	
National Union Bank of Md.	100	120	
Third National Bank	100	115	
Western National Bank	20	34	

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
American Bonding Co.	25	46	
Baltimore Trust & Guar.	100	275	300
Colonial Trust	50		28
International Trust	100		150
Maryland Casualty	25	65	
Merc. Trust & Deposit	50	118	125
Union Trust	50	60	
U. S. Fidelity & Guaranty	100		115

Miscellaneous Stocks.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron	100	30	35½
Ala. Con. Coal & Iron Pfd.	100	71	75
Con. Gas, Elec. Lt. & P. Com.	100	22½	
Con. Gas, Elec. Lt. & P. Pfd.	100	71	
Consolidated Coal	100	87	90

Railroad Bonds.	Par.	Bid.	Asked.
Albany & Northern 5s, 1945	92½		
Atlanta & Charlotte Ext. 4½s	99	100	
Atlantic Coast Line 1st 4s, 1952	94½	94½	
Atlantic C. L. (Conn.) 4s, Cfs.	70		
Carolina Central 4s, 1949	86	86½	
Charlotte, Col. & Aug. 1st 5s, 1910	100½	105	
Col. & Green 1st 6s, 1916	106½		
Georgia & Alabama 5s, 1945	88½	89	
Georgia, Car. & North. 1st 5s, 1929	101½	102½	
Georgia Pacific 1st 6s, 1922	110	111	
Georgia South. & Fla. 1st 5s, 1945	103		
Maryland & Pennsylvania 4s, 1951	86	86	
Potomac Valley 1st 5s, 1941	100		
Raleigh & Augusta 1st 6s, 1926	108½		
Richmond & Danville Gold 6s, 1915	106		
Savannah, Fla. & West. 5s, 1934	105	112	
Seaboard Air Line 4s, 1950	59½	59½	
Seaboard Air Line 5s, 10-year, 1911	91½	93	
Seaboard Air Line 5s, 3-year	101		
Seaboard & Roanoke 5s, 1916	94		
Seaboard & Roanoke 5s, 1926	100		
Silver Spigs., Ocala & Gulf 4s, 1918	93		
Southern Railway Con. 5s, 1944	101½	102½	
Virginia Midland 4th, 1921	106		
Virginia Midland 6th 5s, 1934	105½	108	
Washington Terminal 3½s	89½	90½	
Western Maryland 4s, 1952	73½		
Western N. C. Con. 6s, 1914	106½	109	
West Virginia Cent. 1st 6s, 1911	102	104	
W.V. Col. & Aug. 6s, 1910	102½		

Street Railway Bonds.	Par.	Bid.	Asked.
Anacostia & Potomac 5s, 1949	102		
Atlanta Gas Street Railway 5s	103½	104	
Augusta Railway & Elec. 5s, 1940	100	101½	
Balto., Sp. Pt. & Ches. 4½s	90	91½	
Central Ry. Con. 5s (Balto.), 1932	107½		
Central Ry. Ext. 5s (Balto.), 1932	110½		
Charleston City Railway 5s, 1923	101		
Charleston Con. Elec. 5s, 1939	87	90	
City & Suburban 5s (Balto.), 1922	109	109½	
City & Suburban 5s (Wash.), 1948	99½	100½	
Knoxville Traction 1st 5s, 1928	102½		
Lake Roland Elevated 5s, 1942	116		
Lexington Railway 1st 5s, 1949	94	94½	
Macon Ry. & Lt. 1st 5s, 1953	92½	95	
Memphis Street Railway 5s	90	96	
Nashville Street Railway 5s	103½		
Richmond Traction 5s	104½		
United Railways 1st 4s, 1949	87½	88	
United Railways Inc. 4s, 1949	53½	54	
United Railways Funding 5s	81½	82	
Miscellaneous Bonds.			
Ala. Con. Coal & Iron 5s	86		
Atlanta Gas 1st 5s, 1947	100		
Consolidated Gas 5s, 1910	102½	103	
Consolidated Gas 5s, 1939	108½	111	
Consolidated Gas 4½s	93	93½	
Con. Gas, Elec. Lt. & P. 4½s	76	76½	
G. B. S. Brewing 1st 4s	45½	46	
Mt. Vernon-Woodby Cot. Duck 5s	78½	79	
United Elec. Lt. & P. 4½s	91	95	

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending August 10.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	80	
Alken Mfg. Co. (S. C.)	82	
American Spinning Co. (S. C.)	145	150

Anderson Cotton Mills (S. C.)	70	
Arkwright Mills (S. C.)	100	110
Augusta Factory (Ga.)	65	70
Avondale Mills (Ala.)	115	125
Belton Mills (S. C.)	105	110
Bluff Mfg. Co. (Ga.)	114	
Brandon Mills (S. C.)	125	
Cabarrus Cotton Mills (N. C.)	110	120
Chadwick-Hoskins Mills (N. C.) Pfd.	100	
Chiquola Mfg. Co. (S. C.)	125	
Clifton Mfg. Co. (S. C.)	102	108
Clifton Mfg. Co. (S. C.) Pfd.	99½	120
Clinton Cotton Mills (S. C.)	98	
Columbus Mfg. Co. (S. C.)	97½	
Courtenay Mfg. Co. (S. C.)	90	
Dallas Mfg. Co. (Ala.)	95	
Darlington Mfg. Co. (S. C.)	78	80
Drayton Mills (S. C.)	100	
Eagle & Phenix Mills (Ga.)	125	137½
Easley Cotton Mills (S. C.)	145	150
Enoree Mfg. Co. (S. C.)	69	80
Enoree Mfg. Co. (S. C.) Pfd.	100	
Enterprise Mfg. Co. (Ga.)	85	90
Exposition Cotton Mills (Ga.)	240	
Gaffney Mfg. Co. (S. C.)	75	
Gainesville Cotton Mills (S. C.)	47	56
Granby Cot. Mills (S. C.) 1st Pfd.	45	
Granville Mfg. Co. (S. C.)	160	165
Greenwood Cotton Mills (S. C.)	90	
Grendel Mills (S. C.)	115	118
Henrietta Mills (N. C.)	160	175
King Mfg. Co., John P. (Ga.)	97	102
Laurens Cotton Mills (S. C.)	115	125
Laurens Cot. Mills (S. C.) Pfd.	94	96
Langley Mfg. Co. (S. C.)	91	98
Laurens Cotton Mills (S. C.)	140	
Limestone Mills (S. C.)	141	
Lockhart Mills (S. C.)	85	
Lockhart Mills (S. C.) Pfd.	97	
Loray Mills (N. C.) Pfd.	90	98
Marlboro Cotton Mills (S. C.)	80	85
Mayo Mills (N. C.)	165	165
Mills Mfg. Co. (S. C.)	105	105
Mills Mfg. Co. (S. C.) Pfd.	110	
Monaghan Mills (S. C.)	113	
Monarch Cotton Mills (S. C.)	102	
Newberry Cotton Mills (S. C.)	145	
Norris Cotton Mills (S. C.)	120	
Olympia Cotton Mills (S. C.) Pfd.	68	
Orangeburg Mfg. Co. (S. C.) Pfd.	80	98
Orr Cotton Mills (S. C.)	104	
Pacolet Mfg. Co. (S. C.)	150	
Pacolet Mfg. Co. (S. C.) Pfd.	100	
Pelzer Mfg. Co. (S. C.)	168	
Piedmont Mfg. Co. (S. C.)	176	176
Poe Mfg. Co. (S. C.)	120	125
Raleigh Cotton Mills (N. C.)	105	
Richland Cot. Mills (S. C.) Pfd.	55	
Roanoke Mills (N. C.)	175	
Saxon Mills (S. C.)	120	125
Sibley Mfg. Co. (Ga.)	62½	
Spartan Mills (S. C.)	140	100
Springsteen Mills (S. C.)	185	
Tuacapa Mills (S. C.)	140	
Trion Mfg. Co. (Ga.)	140	
Union-Butler Mills (S. C.) Pfd.	54	60
Victor Mfg. Co. (S. C.)	129	134
Warren Mfg. Co. (S. C.)	92	93½
Warren Mfg. Co. Pfd.	105	
Washington Mills (Va.)	25	
Washington Mills (Va.) Pfd.	100	110
Whitney Mfg. Co. (S. C.)	111	
Williamson Mills (S. C.)	130	135
Wisconsin Mills (S. C.)	120	130
Woodruff Cotton Mills (S. C.)	130	
Woodside Cotton Mills (S. C.)	104	

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending August 10.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	78	
Alken Mfg. Co. (S. C.)	82	
American Spinning Co. (S. C.)	145	
Anderson Cotton Mills (S. C.)	70	
Arendia Mills (S. C.)	90	96
Arkwright Cotton Mills (S. C.)	100	
Augusta Factory (Ga.)	65	70
Avondale Mills (Ala.)	107	
Belton Mills (S. C.)	103	107
Brandon Mills (S. C.)	125	
Brogan Mills (S. C.)	24	
Cabarrus Cotton Mills (N. C.)	125	
Chadwick Mfg. Co. (N. C.) Pfd.	103	
Chiquola Mfg. Co. (S. C.)	103	
Clifton Mfg. Co. (S. C.)	103	107
Clifton Mfg. Co. (S. C.) Pfd.	101	
Clinton Cotton Mills (S. C.)	100	120
Columbus Mfg. Co. (Ga.)	94	98
Courtenay Mfg. Co. (S. C.)	100	
Dallas Mfg. Co. (Ala.)	90	95
Darlington Mfg. Co. (S. C.)	75	80
D. E. Converse Co. (S. C.)	112	
Drayton Mills (S. C.)	100	
Eagle & Phenix Mills (Ga.)	135	
Easley Cotton Mills (S. C.)	145	150
Enoree Mfg. Co. (S. C.)	70	82
Enoree Mfg. Co. (S. C.) Pfd.	100	102
Enterprise Mfg. Co. (Ga.)	82	90
Exposition Cotton Mills (Ga.)	225	
Gaffney Mfg. Co. (S. C.)	70	75
Gainesville Cotton Mills (Ga.)	60	
Greenwood Cotton Mills (S. C.)	122	
Guck Mills (S. C.)	90	98
Granby Cot. Mills (S. C.) 1st Pfd.	45	
Granville Mfg. Co. (S. C.)	160	165
Greenwood Cotton Mills (S. C.)	90	94
Grendel Mills (S. C.)	112	115
Hartsville Cotton Mill (S. C.)	124	
Henrietta Mills (N. C.)	165	
Inman Mills (S. C.)	103	110
King Mfg. Co., J. P. (Ga.)	97	102
Laurens Cotton Mills (S. C.)	69	
Laurens Cot. Mills (S. C.) Pfd.	92	99
Langley Mfg. Co. (S. C.)	92	96
Laurens Mills (S. C.)	150	162
Limestone Mills (S. C.)	140	150
Loray Cotton Mills (S. C.)	78	80
Lockhart Mills (S. C.) Pfd.	101	
Loray Cotton Mills (N. C.) Pfd.	90	
Marlboro Cotton Mills (S. C.)	80	90
Mills Mfg. Co. (S. C.)	100	
Monaghan Mills (S. C.)	112	
Monarch Cotton Mills (S. C.)	90	
Newberry Cotton Mills (S. C.)	127	
Ninety-six Cotton Mills (S. C.)	115	120
Norris Cotton Mills (S. C.)	117	122
Odell Mfg. Co. (N. C.)	90	
Olympia Cotton Mills (S. C.)	70	80
Orr Cotton Mills (S. C.)	100	105
Pacolet Mfg. Co. (S. C.)	150	165
Pacolet Mfg. Co. (S. C.) Pfd.	99	104
Pelzer Mfg. Co. (S. C.)	167	175
Piedmont Mfg. Co. (S. C.)	170	176
Poe Mfg. Co., F. W. (S. C.)	125	130
Saxon Mills (S. C.)	118	125
Sibley Mfg. Co. (Ga.)	68	63
Spartan Mills (S. C.)	135	145
Trion Mfg. Co. (Ga.)	132	140
Tuacapa Mills (S. C.)	200	
Union-Butler Mills (S. C.) 1st Pfd.	70	

New Corporations.

Ackerman, Miss.—The First National Bank has organized by electing J. B. F. Sides of Ackerman as president and Jas. W. Norment of Starkville as vice-president; capital \$25,000.

Americus, Ga.—The Commercial City Bank has begun business; capital \$50,000; John W. Wheatley, president; Crawford Wheatley, vice-president; R. Emmett McNulty, cashier.

Arkadelphia, Ark.—The First National Bank is reported to be organizing with a capital of \$50,000. The directors, it is reported, will be J. G. Clarke, J. C. Wallis, Joseph Adams, J. H. Abraham, C. V. McDaniel, T. N. Wilson, J. C. Turner, E. R. Arnold and S. M. Crawford. It is expected that J. G. Clarke will be president.

Artesia, Miss.—Charter has been asked for the Artesia State Bank, capital \$10,000, by J. N. Roberts, N. D. Guerry, J. S. Billups, Jr., R. A. Mann, W. J. Locke, J. W. Harvey, J. P. Mullins, A. T. McIlwaine, F. A. Rowan, T. H. Peters, J. A. Wilson, W. L. Cook and J. H. Cook.

Baltimore, Md.—The Hill Street Building & Loan Co., capital \$20,000, has been incorporated by Jacob Siskind, Louis Miller, Wolf Siskind and Elias Greenhood.

Baltimore, Md.—The Diamond Building and Loan Association has been incorporated by Louis Cohen, Aaron Weinstein, Aaron Rosen, Nathan Sauber, Maurice Shapos, Samuel Shapiro, Nathan J. Michaelson and Harry Rosen; capital \$20,000.

Blackstone, Va.—The First National Bank of Blackstone has applied for charter; capital \$60,000. It will succeed the Farmers' Bank. The directors are H. C. Barrow, president; Henry Stokes, first vice-president; J. A. Sydnor, second vice-president; T. S. Hawkes, D. H. Fisher, W. S. Jones, D. T. Upson, R. L. Cliborne, H. B. Epes, W. C. Irby, J. W. Bailey, Jr., W. L. Powell, W. H. Barrow, Jr., Dr. C. C. Tucker and J. S. Robertson. Samuel L. Barrow is cashier; H. H. Irby and B. T. White, assistant cashiers.

Blairsville, Ga.—The Bank of Blairsville is reported to have organized by electing J. D. Walker of Sparta, Ga., as president; E. W. Butt, vice-president; C. H. Nuite, L. T. Christopher, Dr. F. J. Erwin and E. W. Butt, directors.

Butler, Mo.—The new People's Bank of Butler is reported to have \$35,000 capital, all paid in. The officers are J. R. Jenkins, president; C. A. Legg, vice-president; Bentley Benton, cashier; directors, J. M. Christy, William Seelinger, C. A. Lane, J. R. Jenks, Westley Benton, J. E. Thompson, J. W. Eggleston, Everett Morrill, T. W. Legg, R. A. Piggott, R. F. Harper, J. R. Simpson, B. P. Powell, M. A. Carroll, C. R. Radford, Adna Simpson and Alva Deerwester.

Carney, Texas.—The Carney Exchange Bank has begun business.

Columbia, S. C.—The Union Savings Bank of Columbia has been granted a commission; capital \$25,000. The organizers are Jos. Norwood, E. W. Wilson, G. F. Cooper, N. H. Driggers and G. P. Logan.

Cordele, Ga.—The Dixie Trust & Security Co., previously reported, will have \$100,000 capital, and R. L. Wilson will be president. It is to begin business about September 15.

Cordele, Ga.—The Cordele Savings Bank is reported being organized by R. L. Wilson, president, and others; capital

\$50,000; to begin business about September 15.

Durham, N. C.—The Mechanics and Farmers' Bank, which, according to a press dispatch, was organized and is conducted by colored men, has begun business; capital \$10,000; R. B. Fitzgerald, president; John Merrick, vice-president; W. G. Pearson, cashier.

Eureka Springs, Ark.—C. D. James of Eureka Springs is reported as saying that a new bank and trust company will be organized in about a month with C. H. Humphreys as president and Dr. J. D. Jordan vice-president.

Flaton, Texas.—The First State Bank, promoted by B. H. Walker and others, will, it is reported, be organized immediately, the stock having been subscribed; capital \$25,000.

Franklin, La.—The Franklin State Bank is reported to have begun business August 1.

Hackburg, Ala.—Reported that a bank is being organized to begin business in Hackburg.

Hattiesburg, Miss.—The First National Bank of Commerce has been formed at Hattiesburg, Miss., by the consolidation of the First National Bank and the National Bank of Commerce; paid-up capital \$425,000. J. P. Carter is president; F. W. Foote, acting vice-president; G. L. Hawkins and John Kamper, vice-presidents; R. C. Hauenstein, cashier; G. J. Hauenstein, assistant cashier.

Horse Cave, Ky.—Reported that a new bank is to be established at Horse Cave.

